

# THE ILLUSTRATED LONDON NEWS

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ONE SHILLING.

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TRYING ON THEIR MUZZLES: A "RABIES ORDER" SCENE AT A LARGE LONDON STORE.

The recent—and unexpected—Muzzling Order, due to the spread of rabies among dogs, caused a great rush on the stores and shops that sell muzzles. Our drawing shows a typical scene in London—in this case, at Messrs. Harrods—after the new regulations were

known. Dogs of every size and breed were brought to the shops to be tried on for muzzles; from the tiny toy varieties to the massive-jawed bull-dog. Short-nosed dogs were the most difficult to fit, owing, as one writer puts it, to their "facial peculiarities."

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By G. K. CHESTERTON.

DR. SALEEBY, as a eugenic enthusiast and champion of the medical treatment of moral questions, is a man with whose views I have often very decisively differed, but to whose intentions I am glad to think that I always did justice. I am glad of it, because Dr. Saleeby has just startled the scientific and progressive world with a dynamite explosion of sanity; an earthquake of common-sense undreamed of in those regions. A certain effect is produced when a man suddenly goes mad in society; a similar effect is produced when a man suddenly goes sane in sociology. But Dr. Saleeby's remarks were not only frank and forcible in themselves, but they refer rather directly to a matter I recently discussed on this page. I mean the position of the European peasantries, as a power resisting the European anarchy. And I mean especially the only practical lesson from that fact: the need of making property popular; that is, of making property proper.

The example taken is the case of the peasant owner nearest and most native to our own system. The peasant in the extreme West of Ireland has always been described as a man permanently engaged in perishing. This duty or pleasure has occupied him for several centuries; but until lately, at least, it was supposed to be going on still. At one time it was said that the peasants were perishing because they were Celts; and some people say it still, who would now be horribly ashamed of being Teutons. At another time the peasants were perishing because they were Papists; and some people say it still, who are now by no means sure that they themselves are Protestants. But there has been a general feeling, throughout, that at least the peasants must be perishing because they were peasants. They must be a rotting remnant, because they were small proprietors; and the London School of Economics had recently passed a law that small proprietors were to rot as rapidly as they could make it convenient to do so. But while we were discussing whether they were vanishing through racial decay, or vanishing through superstition, or vanishing through subdivision of land, it was suddenly discovered that they were not vanishing at all. Dr. Saleeby, a life-long champion of all the scientific social appliances, the organisation of "home visiting" and "baby welfare," mentioned the matter to illustrate the breakdown of all this modern machinery in our modern cities. He pointed out facts which were quite coldly scientific. In the West of Ireland there are no welfare workers, and not enough welfare—at least for those who think of welfare as wealth in a few very large heaps. There are no home visitors, and not enough homes;

or rather, there are many homes, but not enough houses. Yet the birth-rate goes up to fifty, or four times that of most of our great cities. That alone might prove little; for high birth-rates and high death-rates go together in great slums. But the point is that the death-rate is only thirty, while it is a hundred and eighteen in Bradford, the very capital and holy city of these experiments in organised philanthropy. In the same industrial Utopia the birth-rate is only thirteen, to the forty or fifty of the perishing and vanishing peasantry. If there was anything in these scientific calculations and predictions, we should be obliged to say that it is Bradford which is vanishing from our eyes. But Bradford may be reassured, and soothed again to slumber. There is nothing in scientific

high meaningless monument or tower of rubbish called a Folly. I believe most of the great social reforms of our time will remain in history as Follies. I believe the ancient sense of humour, the most English thing in England, will return upon them and make them rigid like fantastic fossils; so that simpler men in happier times will tell tales about the wise men of Garden Cities, as they do about the wise men of Gotham. But certainly there is no case more moonstruck than the modern tendency to pit the factory against the family. Nothing could be madder, in the treatment of women, than to take them from conditions that are natural to women, and then put them in conditions that are unnatural for anybody. Nothing could be madder, except calling it the emancipation of women. There

is no old crazy tale to compare with the notion of making a free wife and mother dependent on a commercial monopoly, and then calling it the economic independence of woman. The men of Gotham, who fished for the moon in the pond, are but faintly figurative of the folly of those who fish for the light of liberty in the muddy pool of modern industrialism. The same philosophers, when they imprisoned the cuckoo in a hedge to keep the spring, were wiser than their followers who imprison woman in a factory to free her soul. And in the end the English laughter will open like an earthquake and swallow them.

We shall never return to social sanity till we begin at the beginning. We must start where all history starts, with a man and a woman, and a child, and with the province of liberty and property which these need for their full humanity. As it is, we

begin where history ends, or, rather, where disjointed journalism ends. We stop suddenly with the accidental truncation of to-day's news; and judge everything by the particular muddle of the moment. Ours is a sociology of snapshots; and snapshots always fix human figures in postures not only silly but stiff. If a vast social calamity does, indeed, overwhelm our civilisation, it will not be so much like the revolution that urged Paris to change, as like the deluge that made Pompeii unchangeable. The lava flood will not merely find the man in the workshop or the woman in the kitchen; it will also find the burglar in the pantry, the beggar on the doorstep, and the butler drunk in the cellar. To modern sociologists all these seem to be of the same social value and importance; but I shall continue to plead pathetically that the householder has a right to be in the house, and the burglar has not; and that, save upon that foundation of small property, no liberty can re-arise.



THE SECRETARY OF THE UNITED STATES NAVY IN LONDON: MR. JOSEPHUS DANIELS (ON RIGHT), WITH HIS WIFE AND THE AMERICAN AMBASSADOR (BETWEEN THEM), AT VICTORIA.

Mr. and Mrs. Daniels, with Lieutenant Daniels, crossed from Calais to Dover on April 24 in the American destroyer "Wickes," and came on to London by special train. Among those who welcomed them at Victoria was the American Ambassador, Mr. J. W. Davis. Mr. Daniels arranged to visit the surrendered German fleet on the 26th, and on the next day go to Edinburgh and Rosyth and visit the Atlantic Fleet.

Photograph by G.P.U.

predictions; nothing whatever. But there is often something in scientific men, and something of manhood as well as science; and Dr. Saleeby has done a very real service, not only to manhood, but also, as it happens, to womanhood.

For he also emphasised another point, which is a part of the same saner morality; the folly of merely driving all women from the family to the factory. It is in the cold economic sense a waste; it is uneconomic in the full sense of being thriftless. For, obviously, such a neglect of family feeling is the neglect of a natural force, which must be replaced by an artificial and, therefore, an expensive force. If the mother must not take an interest in her children, somebody else must be paid to do what she alone could have a particular pleasure in doing. Examples of silliness on a gigantic scale are recorded of some of the mad Roman emperors, and even of some of the mad English squires, and remain here and there in some



# FRANCE HONOURS THE BRITISH NAVY: ADMIRAL BEATTY IN PARIS.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND MANUEL.



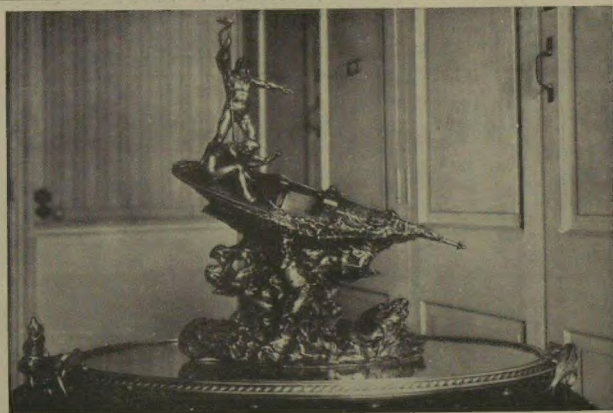
SALUTING THE FRENCH COLOURS: ADMIRAL BEATTY INSPECTING A GUARD OF HONOUR AT THE INVALIDES.



IN THE ELYSÉE GARDENS: (L. TO R.) MME. POINCARÉ, ADMIRAL BEATTY, M. POINCARÉ, LADY BEATTY, AND M. LEYGUES.



AFTER THE LUNCHEON GIVEN BY LORD DERBY (ON THE EXTREME RIGHT) IN HONOUR OF ADMIRAL BEATTY: (L. TO R., SEATED) LADY DERBY, ADMIRAL BEATTY, MME. LEYGUES, MR. LLOYD GEORGE, LADY BEATTY, AND M. LEYGUES.



"THE KISS OF THE WAVES": A GIFT FROM THE CITY OF PARIS TO THE BRITISH NAVY PRESENTED TO ADMIRAL BEATTY.



BRITISH BLUEJACKETS IN PARIS: MARCHING DOWN THE CHAMPS ELYSÉES, HEADED BY THE MARINES' BAND.

Admiral Beatty and the British sailors received a great welcome in Paris, where all vied with each other in doing honour to the British Navy through its gallant leader, and the men with him who represented it, including Vice-Admiral Leveson and Rear-Admiral Tyrwhitt, with their staffs. Admiral Beatty motored to Paris on April 23 from Chantilly, where he had been staying with Marshal Pétain. The event of that day was a review in the Court of Honour of the Hôtel des Invalides by General Berdoulat, Governor of

Paris. Admiral Beatty visited Napoleon's Tomb, and later drove to the Elysée, where President Poincaré conferred on him the Grand Cross of the Legion of Honour. The next day the British officers were received at a great gathering at the Sorbonne, and afterwards, at the Hôtel de Ville, Admiral Beatty was presented with the beautiful silver work of art illustrated above, the work of the goldsmith Falize. M. Leygues, Minister of Marine, gave a banquet that evening at the Hôtel Continental.



# THE PROBLEM OF FIUME: THE ADRIATIC PORT CLAIMED BY ITALY; AND ITALIAN STATESMEN LEAVING PARIS.

PHOTOGRAPHS—BRITISH AND ITALIAN OFFICIAL, PHOTOGRAPHIC AND VANDYK; MAP BY "GEOGRAPHIA," LTD.



SHOWING FIUME AND PROPOSED FRONTIERS OF ITALY AND CROATIA-SLAVONIA: A MAP OF THE UPPER ADRIATIC.



BARON SONNINO LEAVING PARIS FOR ROME: AT HIS CARRIAGE-DOOR AT THE GARE DE LYON.



IN FIUME: A BRITISH ARMY CHAPLAIN WITH ALLIED MILITARY POLICE—(L. TO R.) FRENCH, ITALIAN, BRITISH, AND AMERICAN.



BRITISH FORCES IN FIUME: A MARCH OF BLUEJACKETS AND INFANTRY THROUGH THE TOWN.



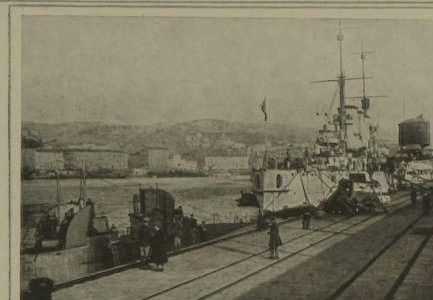
IN FIUME: ONE OF THE MAIN STREETS OF THE TOWN, THE CORSO VITTORIO EMMANUELE.



AT FIUME STATION: BRITISH, FRENCH, ITALIAN, AND HUNGARIAN OFFICERS "STATION-MASTERS."



WITH TWO BRITISH SOLDIERS IN THE FOREGROUND: FIUME, THE DISPUTED PORT.



WITH BRITISH OFFICERS ON THE QUAY: CAPTURED U-BOATS AND AN ITALIAN BATTLE-SHIP AT FIUME.



A TYPICAL SCENE AT THE DISPUTED PORT: PEDESTRIANS ON A QUAYSIDE AT FIUME.



THE ITALIAN PREMIER LEAVING PARIS FOR ROME: SIGNOR ORLANDO (CENTRE, WITH STICK IN LEFT HAND) AT THE STATION.



A MEMORABLE GROUP AT 10, DOWNING STREET: (L. TO R.) MARSHAL FOCH, MR. CLEMENCEAU, MR. LLOYD GEORGE, SIGNOR ORLANDO, AND BARON SONNINO.

Fiume, which recently became the subject of controversy between Italy and the other Allies, is a port on the Dalmatian coast of the Adriatic at the southern angle of the peninsula of Istria. It stands at the mouth of the River Fiumana, and at the head of the Gulf of Quarnero. It may be recalled that President Wilson said in his statement of April 23: "Fiume must serve as the outlet and inlet of the commerce, not of Italy, but of the lands to the north and north-west of that port—Hungary, Bohemia, Roumania, and the States of the new Yugo-Slavic group." The counter-claims of Italy were put forward by the Italian Premier, Signor Orlando, in a statement issued on the 24th, in which he said: "The problem is the problem of the Adriatic."

in which is summed up the whole right of Italy. . . . Fiume, an ancient Italian city, proclaimed its Italian affinity before the Italian ships were anywhere near it." Signor Orlando and Baron Sonnino, the Italian Foreign Minister, left Paris for Rome in order to obtain sanction for their policy, and the question came before the Italian Chamber on April 29. The King of Italy had previously announced his intention to abide by the decision of his Parliament, and the National Council of Fiume had sent a message to Signor Orlando handing over its powers to the Italian authorities. Before the war, Fiume was the principal port of Hungary, whose Government between 1872 and 1884 built a harbour and breakwater. It was a free port from 1717 to 1891.



# THE WORLD OF FLIGHT

## CIVIL AND UNCIVIL FLYING.

By C. G. GREY

Editor of "The Aeroplane."

ONE is always inclined to be a trifle suspicious about the future of any venture which starts too well. Therefore, although one ought, perhaps, to feel extremely elated at the brilliant way in which civilian aviation began during that wonderful spell of fine weather over the Easter holidays, one suggests that it will be well "to take thought for the morrow" and not to be unduly optimistic about the future.

Several thousands of people apparently had their first flights during Easter. So far as one can gather, there were no accidents to any passengers in civilian aeroplanes, and apparently all the passengers enjoyed themselves very much. In fact, the only complaint that one heard was that flying was nothing like as exciting as people expected.

So far, civilian aviation is that much to the good. People who merely crave for excitement may not feel very much tempted to fly again. On the other hand, the mere fact that flying is not unduly exciting will convince a number of people that the aeroplane has, consequently, all the greater future as a safe vehicle for ordinary commercial transport of passengers. Later on, when pleasure flying is organised on a bigger scale, passengers will undoubtedly be able to obtain all the excitement they desire. Those who found a trip over London in a Handley-Page merely a pleasing and novel experience, and who crave for more intense sensations, will be able to go as passengers on small two-seater machines in which the pilot will loop, spin, dive, roll, do the "falling leaf" trick, and perform all the other acrobatic feats which look so astonishing from the ground and feel so sensational to the passenger in the aeroplane.

Plain straight-away flying at anything over a thousand feet or so is certainly not exciting, and one can only obtain the sensation of immense speed when the aeroplane is flying close to the ground. At the same time, low flying is, as a rule, the most dangerous form of flying, because, if the engine should happen to stop, the pilot must perforce land straight ahead or risk the grave danger of turning without any engine-power to help him round a corner. Probably more pilots have been killed during the war through trying to turn into a good landing-place when their engines have failed near the ground than by any other one form of accident. Also, low flying is very likely to bring aviation and aviators into disrepute because of the annoyance it causes to people on the ground. Civil aviation must not be allowed to degenerate into incivility to the British public.

Anybody who has visited any of our seaside resorts during the last two or three years is perfectly well acquainted with the intense irritation which has been caused among the public in general by the antics of young and inexperienced pilots of the Flying Services who have made a practice of skimming along the beach and playing leap-frog over piers, scaring children and invalids, and generally getting themselves disliked. One has even known pilots of land machines to fly deliberately along the surface of the sea where there have been a number of bathers about, just for the fun of making the bathers duck under the water for fear of being hit.

Another very favourite trick among this class of aviator has been to start a spinning nose-dive at a height of 1000 feet or so right over a crowd of people at a holiday resort, and to continue whirling round to within a few feet of the heads of the crowd. It has doubtless appeared very amusing



DISCUSSING THE WEATHER: MR. H. G. HAWKER (PILOT) AND COMMANDER GRIEVE (NAVIGATOR) OF THE SOPWITH MACHINE FOR THE ATLANTIC FLIGHT FOR THE "DAILY MAIL" £10,000 PRIZE—MR. HAWKER ON THE RIGHT.—[Photograph by C.N.]

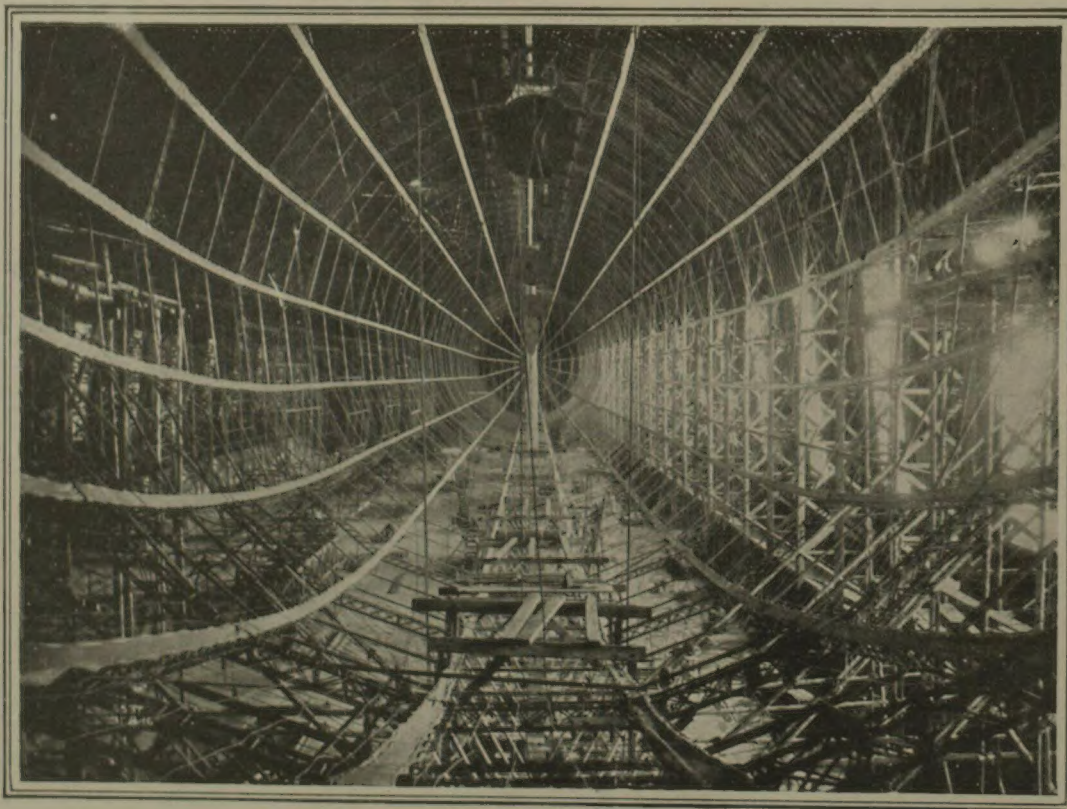
which appear so difficult, and are, in fact, so easy so long as nothing goes wrong—were part of their war training, and that these young "heroes of the air" were about to go forth to fight the Hun in defence of their country. As a matter of fact, the worst offenders in this respect were generally not the "star-turn" Hun-killers, but were either pupils who were only learning to fly, and who might or might not become valuable active-service aviators, or else they were people who managed consistently to stay at home and get considerably more pleasure out of being objectionable to their fellow-countrymen than they were ever likely to get out of fighting the enemy. One is fairly convinced that the latter class predominated, for, as a general rule, the better the flyer, and the more real bravery and gallantry he possessed, the less likely was he to fly in such a way as to make himself objectionable to other people. The more experience a flying officer has had of the real dangers of war in the air, the less likely he is to endanger his own life or the lives of other people by behaving like a cad when at home.

If civilian flying is to be a really great success, especially during the critical period of the next year or two before the big aerial transport lines come into regular operation, and while the aircraft industry has to depend almost entirely on pure pleasure-flying for its livelihood, it is absolutely essential that all flying shall be conducted in a civil and respectable manner. Pleasure-flying must be established on a basis similar to that of yachting, and must not be allowed to degenerate to the level of a merry-go-round at a country fair, or even to that class of seafaring which is known to the vulgar at seaside resorts as "the shilling emetic." It is above all things desirable that the tone of civil aviation should be maintained at the highest possible level, and therefore commercial pilots should be selected from among the gentlemen of the Royal Air Force rather than from among those

who have merely had the good fortune to secure a commission somehow. Ungentlemanly behaviour on the part of pilots, whether in the air, on the aerodrome, or in the local hotel after flying is done for the day, will certainly bring flying into disrepute, and eventually produce a popular outburst in the Press against aviators, similar to that which in the early days of motoring made all motorists unpopular.

It is earnestly to be hoped that those who are in authority will co-operate in keeping pleasure-flying as clean as possible from all objectionable elements. The Air Ministry controls all R.A.F. pilots, and all ex-R.A.F. pilots flying as Civil Service aviators under the Department of the Controller-General of Civil Aviation. The Society of British Aircraft Constructors controls all ex-R.A.F. and civilian aviators who may be flying com-

mercial aeroplanes owned or operated by members of that society, which society includes every constructing and operating firm of any importance in Great Britain and Ireland. The Royal Aero Club controls all sporting flying. These three bodies between them can bring such pressure to bear as to force all aviators in this country to behave themselves decently. Would-be passengers in aeroplanes are strongly advised to insist on seeing a full account of their pilot's flying record before trusting themselves to his care.



A BIG BRITISH AIRSHIP IN THE MAKING: THE FRAMEWORK OF A VICKERS DIRIGIBLE, AT BARROW.

Photograph by Photopress.

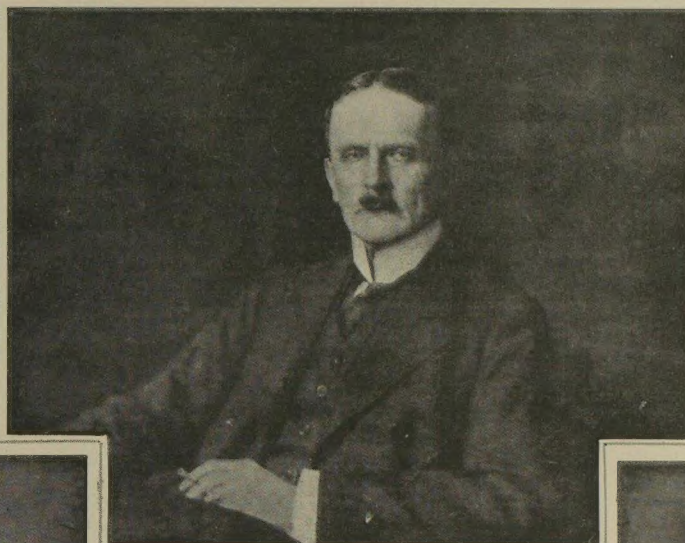
to the particular aviator and his passenger to see people running for their lives, and falling over one another in their efforts to escape from what they imagine to be an aeroplane just about to crash into the ground; but such performances have done a very great amount of harm to aviation in general by causing ill-feeling among the public against aviators as a class.

People have forgiven the pilots in such cases, because they have realised dimly that such feats—

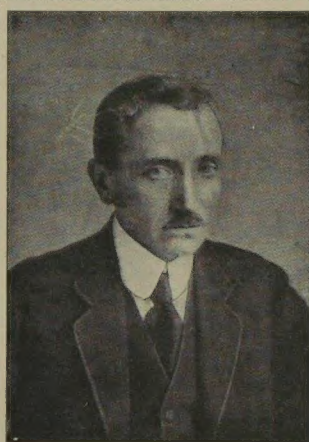


# GERMANY'S "SIX HIGH PERSONAGES": DELEGATES TO VERSAILLES.

COUNT BROCKDORFF-RANTZAU, the head of the German delegation to Versailles to receive the Allies' terms of peace, was German Minister at Copenhagen throughout the war, and before it began. After the Armistice and the German Revolution, he was recalled by President Ebert to become Foreign Minister in the Scheidemann Cabinet. During the war he was very active in promoting German interests and circulating propaganda in Scandinavia.

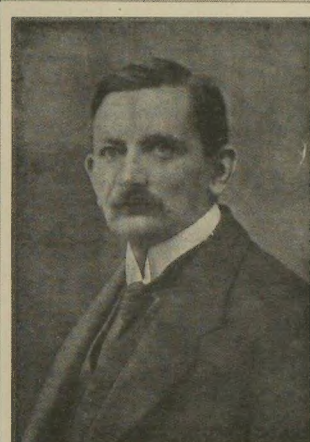


DR. MELCHIOR is head of the banking house of Warburg and Co. Professor Schücking is an international jurist and author of various Pacifist works. He was chairman of an inquiry Commission on atrocities. M. Giesberts, now Postmaster-General, has been baker, brewer, metal-worker, and trade-union secretary. M. Leinert, President of the Prussian Assembly, is a trade-union leader. Dr. Landsberg was one of Herr Ebert's first Socialist Ministry.



MANAGER OF THE BANKING FIRM OF WARBURG AND CO.: DR. MELCHIOR.

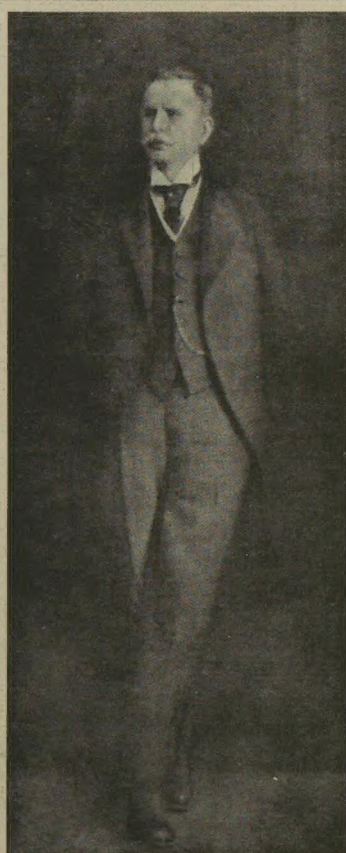
HEAD OF THE GERMAN DELEGATION: COUNT BROCKDORFF-RANTZAU, FOREIGN MINISTER.



PACIFIST AND PROFESSOR OF INTERNATIONAL LAW: DR. SCHÜCKING.



GERMAN MINISTER OF POSTS: HERR JOHANN GIESBERTS.



PRESIDENT OF THE PRUSSIAN NATIONAL ASSEMBLY: HERR LEINERT.



GERMAN MINISTER OF JUSTICE, AND A SOCIALIST: DR. OTTO LANDSBERG.

It was stated on April 26 that Count Brockdorff-Rantzau and his fellow-delegates would leave Berlin on the 28th by special train for Versailles, travelling via Cologne. Besides the six chief delegates, whose portraits we give, there were to be included in this first contingent of the German delegation (numbering 80 persons in all), seven representatives

of the German Foreign Office, and two each of the other German Ministries, the General Staff, the Navy, and the Armistice Commission, along with representatives of Count Bernstorff's peace bureau, secretaries, and interpreters. Count Brockdorff-Rantzau succeeded Dr. Solf as German Foreign Minister after the Revolution.



## GRAND OPERA SEASON AT COVENT GARDEN.

By S. L. BENSUSAN.

NOTHING would have been more significant of a return to normal times than the announcement that Grand Opera would be resumed at Covent Garden on May 5. There will be a twelve-weeks season, and the Syndicate so long in sole control has joined forces with Sir Thomas Beecham. Doubtless this fusion would have been brought about earlier had not the war relegated Grand Opera to the realm where our memories of the past and our hopes of the future keep house together. The competition of the years 1913 and 1914 showed that Sir Thomas was quite prepared and well equipped to storm Olympus unless he was admitted as a friend. Now he comes to Covent Garden, bearing with him the gratitude of musicians and music-lovers all England over, for he kept music alive in the most critical of the times through which we have passed.

As might have been expected, the programme relies chiefly upon Italian works. Verdi is represented by five operas—"Traviata," "Ballo in Maschera," "Rigoletto," "Aïda," and "Simon Boccanegra." Puccini has six works down for performance, "Suor Angelica," "Gianni Schicchi," and "Il Tabarro" being novelties. We are to hear Zandonai's charming "Francesca da Rimini," Wolf-Ferrari's strikingly dramatic "Jewels of the Madonna," and Mascagni's "Iris," the setting a

Japanese story that created a lot of controversy on its production in Italy a dozen years ago or more. It was not very well received at the Scala in Milan, where I attended the first performance; but the gossip that filled Milan for a week or so before the first night suggested that it was condemned before it was heard on grounds with which the music itself had nothing to do. Erlanger's "Tess" is also on the programme, one is glad to see. Two Russian operas, Borodino's "Prince Igor" and Rimsky-Korsakov's "Night in May" are to be given in English; so, too, is Isidore de Lara's "Näil." The French section includes three of Massenet's works—"Thaïs," "Thérèse," and "Manon." Gluck's "Alceste" and Charpentier's "Louise" are on the list, which is completed by Gounod's "Faust" and "Roméo," Saint-Saëns' "Samson et Dalila," and Debussy's "Pelléas."

One of the features of the new season are the Saturday evening performances at special prices, the cost of the boxes being halved and that of other places being considerably reduced. This may be regarded, one imagines, as a form of recognition of the week-end habit that has long claimed many of the Syndicate's most faithful subscribers. Sir Thomas Beecham, Mr. Pitt, and Signore Mugnone will share the conductor's seat; all have been

seen there before—Signor Mugnone might even claim that he has been heard as well as seen. The singers, according to the preliminary list, include among the soprani Mme. Melba, Mlle. Emmy Destinnova (who, it will be noticed, has added a new termination to a familiar name) Mme. Edvina, and Miss Elsa Stralia. From the list of mezzo-soprani and contraltis the name of Mme. Kirkby Lunn will be missed; and from the tenors the names of Caruso and MacCormack. Several of the singers engaged are new to Covent Garden, but are bringing the cachet of big reputations made elsewhere.

There is nothing strenuous about the programme under notice. Those responsible for it would appear to have made up their minds that after the stress and strain of the past few years London requires much sweetness and nothing that is too new or likely to prove indigestible. Hence we get the "sweetness long drawn out" of "Traviata" and the "Fallo," "Faust" and "Romeo and Juliet." Massenet's "Manon" and "Thérèse." Nor does the Syndicate commit itself far; "the repertoire," it tells us, "will be selected from the following works"—the extent of the selection remains within the boundaries of its judgment. No matter; it is better to be thankful for the return of Grand Opera rather than to be critical of the programme.

## AN OLD PAGEANT OF VICTORY.

By E. B. OSBORN.

THE time draws nearer when we shall have our pageant of a victorious Peace; and it is to be hoped that London—in ancient days famous throughout Christendom for the poetic beauty and lavish luxury of her celebrations of historic feast-days—will at last rise to the height of a most honourable occasion. Let Londoners look back to the royal progress through London after the amazing victory of Agincourt for an example of joyous and picturesque symbolism.

Early in the morning of St. Clement's Day (Saturday, Nov. 23, 1415), the Mayor and 24 Aldermen rode out to Blackheath to meet the returning King, clad in furred scarlet gowns with hoods striped black and white. They were accompanied by a "riding" of 15,000 to 20,000 mounted craftsmen in red livery and carrying their trade devices. At ten o'clock the King, with a group of his officers, rode through their midst, and thanked them for their welcome, whereupon their clarions were sounded, and they rode before him on the king's highway to London. At London Bridge, having been joined by the London clergy bearing relics and banners and crosses, and chanting the *Te Deum*, and then a solemn song with the burden—  
Ave Anglorum flos mundi miles Christi,

they saw that, on either side of the gateway at the "stoulpes" (i.e., boundary posts), two giant warders, each as high as the wall itself, had been stationed to greet the cavalcade. The King then prayed that Christ would keep sorrow and care from the "Royal City," and so on, amid the braying of horns, to a wooden arch, where stood St. George himself bareheaded and crowned with bays. And upon the tower in the middle of the bridge was the legend aloft—

The birr of the river maketh glad the city of God, which is the translation of a text in the Vulgate (Wycliffe's, in fact!).

On the roofs were boys dressed as angels, with gilt faces and white wings, who sang joyous anthems. At the Tun in Cornhill, a company of hoary patri-archs, clad in gold gowns with crimson turbans, came out of a tent and let loose a flock of little birds—

Kest doun quyk briddes  
Which flawe thikke about ye Kyng.

At the entrance to Chepe were the Twelve Apostles and also Twelve Kings of England, with crowns and sceptres, and the conduit there (which was the centre of London's water-supply) ran with red wine which these venerable personages drew off

for all comers, when they had ceased from throwing little leaves of silver foil (confetti, in fact!) at the King as he approached. Further on beves of pretty girls in white with tambourines sang a joyous greeting, and there were statue-girls in niches of the gate leading into St. Paul's Churchyard, each of whom lightly puffed gold leaf towards the passing King. And above the gate was stretched a sky-blue canopy, and round about were glittering archangels who sang *Deo Gratias* for the King that God would

Gef hym gode lyfe and gode endyng.  
Eighteen bishops received the King at St. Paul's, to cense and salute him, and once more the *Te Deum* was solemnly sung.

It was perhaps the greatest of all London's beloved pageants; cost was not reckoned on such a day of wild joy and delirious tumult. The King, who would have no pompous speeches made, rode silently and with a meditative look, and seemed to be giving God all his glory. London let herself go, it seems, and so left us a precedent of chiming many-coloured joyousness which we ought to follow anon with blithe hearts. Why be ashamed of our victory gained in a thousand stricken fields each costing us more than Agincourt?

## THE HEIGHT AT WHICH BIRDS MIGRATE—AND AEROPLANE OBSERVATION.

By COLLINGWOOD INGRAM.

ON the night of Sept. 3, 1887, while an American scientist (Mr. F. M. Chapman) was observing the moon through an astronomical telescope, he suddenly became aware of a number of birds passing in front of the lens, silhouetted against the glaring light of the moon's face. For more than two-and-a-half hours—from 8 p.m. to 10.50 p.m., to be precise—an intermittent stream of migrants flowed southwards across his field of view, and among these Mr. Chapman was able to recognise the outlined forms of Carolina rails, grackle, snipe, and ducks. These, he roughly estimated, were travelling at elevations varying from 6000 to 14,000 feet.

Until the advent of aeroplanes, nearly a quarter of a century later, this observation formed practically the sum-total of our knowledge of the height at which birds travelled to and from their summer quarters. It was realised, of course, that certain passerine species—e.g., swallows, wagtails, pipits, larks, rooks, etc.—usually migrated at a comparatively low height; but of many birds, and especially of the larger species, we knew next to nothing. True, we occasionally obtained a distant view of a skein of geese moving in orderly formation across the grey background of an autumn sky, but it was

always difficult to compute their height, and one could only guess at the direction and force of the upper-air currents through which they were passing.

It is hoped that in course of time aviators will be able to throw a flood of light upon this obscure but intensely interesting branch of ornithology. Already a number of observations have been recorded, but these are generally lacking in detail, and no very definite conclusions can as yet be formed. Up to the present, I believe the greatest height at which a bird has been seen from an aeroplane is 15,000 feet, when Lieutenant J. S. Rissen, of 57 Squadron, observed "two large birds" over St. Omer in August 1917.

Probably the majority of species seldom travel under normal conditions above 10,000 or 12,000 feet; but of course the height at which they fly on any given day depends very largely upon the weather. When the air is thick or heavily charged with moisture (if birds are migrating at all under such conditions) they are inclined to keep low, and I think it is only in clear atmosphere that they rise to the higher strata. Wind is another and very

important factor. What appears to be a contrary wind on the ground will almost certainly veer to a shoulder wind at 2000 or 3000 feet; while if it happens to be blowing from the east, a complete reversal of direction may occur before 15,000 feet is reached.

There is every reason to believe that the power of a bird's flight is reduced as it ascends to more rarefied atmosphere, for an appreciable decrease in density must mean, among other things, a loss of buoyancy, an insufficient supply of oxygen, and a too thin, unresisting medium for wing-propulsion.

From the few records available, I think it may be assumed that the majority of high-flying day migrants—such as plovers, ducks, geese, cranes, etc.—prefer to travel between 4000 and 8000 feet; but, as already stated, more data and precise information are required before any definite conclusions can be arrived at.

NOTE.—The author would be glad to hear from any aviator who can give him authentic particulars of birds encountered at heights over 1000 feet. Please address: C. Ingram, Westgate-on-Sea.



# AT VERSAILLES: BARRICADES; A GERMAN "ADVANCE GUARD."

PHOTOGRAPHS BY TOPICAL.



SURROUNDED WITH CAPTURED GERMAN GUNS: A STATUE OF LOUIS XIV. AT VERSAILLES.



BARRICADED: PART OF THE GROUNDS AT VERSAILLES NEAR THE HOTEL TRIANON.



ENCLOSED IN A BARRICADE: THE TRIANON PALACE HOTEL AT VERSAILLES.



A FRENCH COMMISSIONER AND REFRACTORY GERMANS: (L. TO R.) M. HOUDAILLE, BARON VON LERSNER, AND HERR WARBURG.



GERMANS AT VERSAILLES: (L. TO R.) BARON VON LERSNER AND HERR WARBURG, NEAR THE NEPTUNE BASIN.

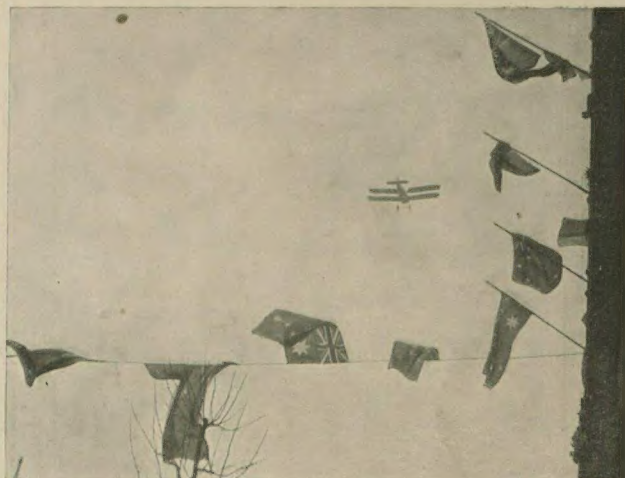
It will be recalled that the Allies refused to treat at Versailles with "diplomatic couriers," and insisted on the German delegates being "plenipotentiaries." Hence the choice of the "six high personages" whose portraits appear on another page. Among them was originally Herr Warburg, a Hamburg financier, who was replaced by Dr. Melchior, the managing-director of his banking firm, and Herr Warburg was sent as a "second string." An advance guard of the German delegation reached Versailles on April 25. There will

ultimately be about 150 of them. Two of our photographs illustrate an incident. Two of the Germans, Baron von Lersner and Herr Warburg, demanded to be allowed to walk in the Park, urging that French representatives were allowed free movement in Germany. M. Houdaille, a French Commissioner, retorted that the position was quite different, whereupon Von Lersner spoke in an arrogant tone, and M. Houdaille bade him be more civil. Eventually the pair were permitted to go as far as the Neptune Basin.



# THE MARCH OF THE AUSTRALIANS: A GREAT DAY IN LONDON.

PHOTOGRAPHS BY SPORT AND GENERAL, ILLUSTRATIONS BUREAU, AND L.N.A.



WITH ONE OF THE SWARM OF AEROPLANES WHICH ROARED OVER-HEAD: FLAGS ON THE ROUTE.



A ROYAL SPECTATOR: QUEEN ALEXANDRA (WITH SIR DIGTON PROBYN BEHIND HER) WATCHING THE MARCH.



ARTILLERY IN THE PROCESSION: A GUN PASSING THE PRINCE OF WALES AND SIR DOUGLAS HAIG OUTSIDE AUSTRALIA HOUSE.



THE AUSTRALIAN COMMANDER: LIEUT.-GENERAL SIR JOHN MONASH (LEFT), WITH GENERAL HOBBS, AT THE HEAD OF THE PROCESSION.



HORSEMEN IN THE PROCESSION: TROOPS OF THE MOUNTED DIVISIONS PASSING BUCKINGHAM PALACE.



AN OVATION FOR THE PRINCE OF WALES: A HUGE CROWD BESIEGING THE SALUTING-BASE AT AUSTRALIA HOUSE AFTER THE MARCH.

On Anzac Day, April 25, 1919, a representative body of 5000 picked Australian troops marched through London in celebration of the splendid achievements of the Australian Divisions in the war—achievements commemorated on the south front of Australia House by eighteen names of places, in Gallipoli, France, and Palestine, where they won their most glorious battle-honours. It was on April 25, 1915, that the 1st Australian Division, followed by the mixed Australian and New Zealand Division, landed on Gallipoli and

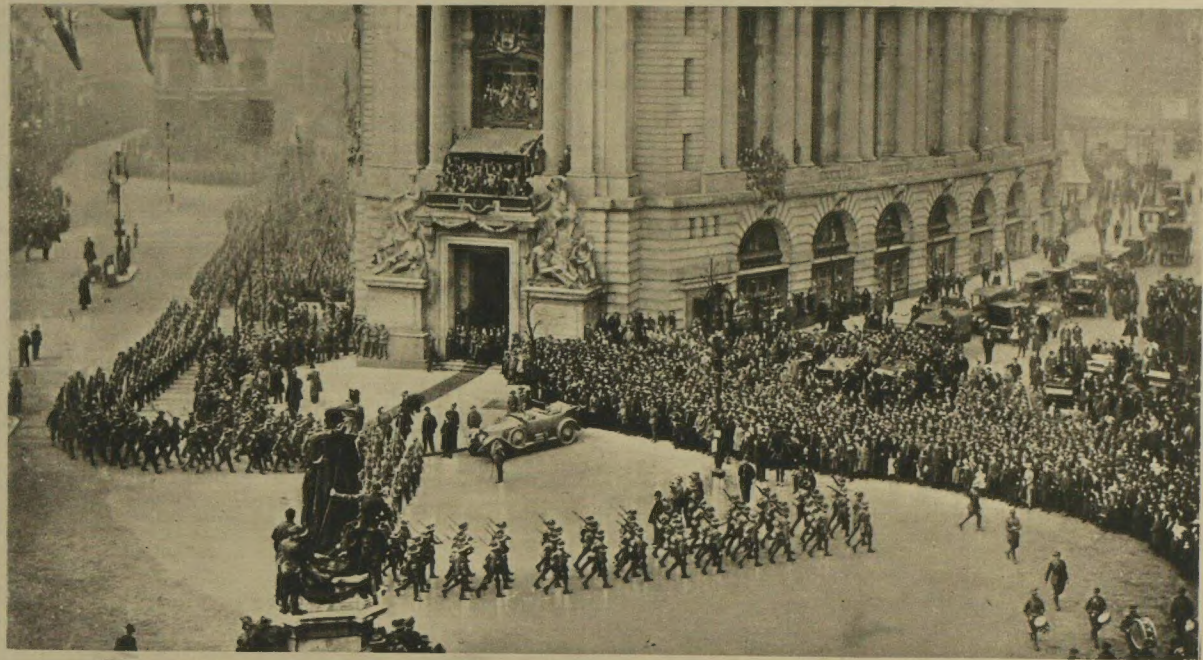
stormed the Anzac cliffs. Again, on April 25 last year, the 13th and 15th Australian Brigades recaptured Villers-Bretonneux, which the Germans had taken on the previous day, and thus saved Amiens, and prevented the enemy from dividing the French and British forces. This magnificent feat was described as the crisis of the whole war by Lieut.-General Monash, the Australian Commander, in his speech at the Mansion House. He rode, with General Hobbs, at the head of the procession, which included cavalry (the

[Continued opposite.]

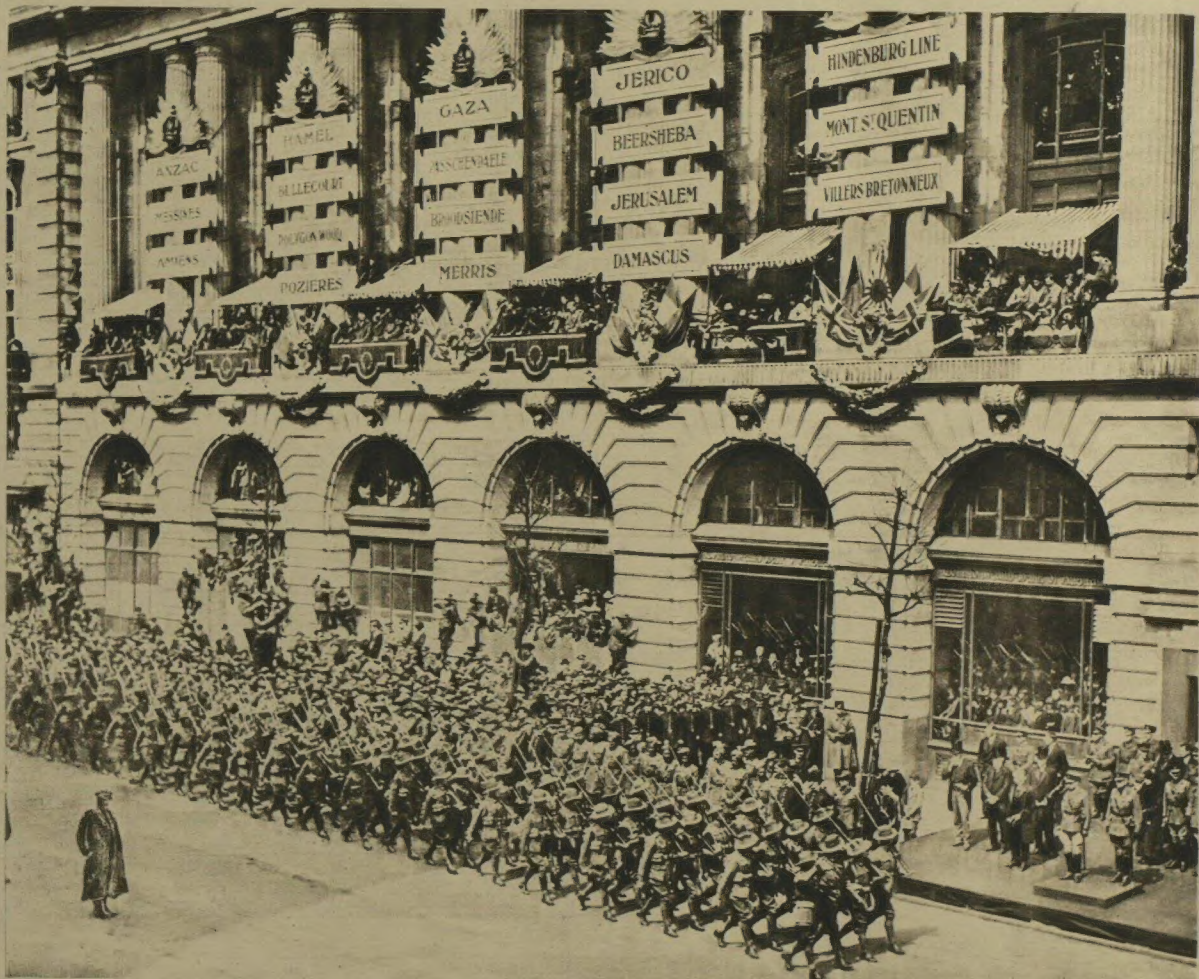


# AUSTRALIA HOUSE ON "ANZAC DAY": THE MARCH; AND HONOURS.

PHOTOGRAPHS BY L.N.A. AND C.N.



SHOWING AN "AUSSY" SITTING ON THE SHOULDER OF THE GLADSTONE STATUE: AT AUSTRALIA HOUSE DURING THE MARCH-PAST.



BATTLE-HONOURS OF THE AUSTRALIANS: IMMORTAL NAMES ON AUSTRALIA HOUSE; INFANTRY PASSING THE PRINCE OF WALES.

*Continued.*

Anzac and the Australian Mounted Divisions (commanded by Brig.-General W. A. Coxen), artillery, and infantry. The troops were granted the privilege of marching through the City with fixed bayonets. At Australia House the Prince of Wales took the salute, and received a tremendous ovation from the crowd after the troops had passed. He stood between Mr. Hughes (the High Commissioner) and Sir Douglas Haig. Others on the

platform were Prince Albert, General Sir William Birdwood (the former Anzac Commander), Mr. Andrew Fisher, and other leading Australians. A feature of the occasion was a thrilling display by about a dozen aeroplanes which flew overhead, some very low, during the march. The troops were entertained at lunch by the Lord Mayor and the Hon. Artillery Company.



# The Story of the Royal Academy

(1769-1919)

BY AUSTIN BRERETON.

GOOD Captain Coram, returning to his residence at Rotherhithe nearly two centuries ago, his heart filled with compassion for the homeless children whom he had just seen, and thinking out his plans for the foundation of a home for foundlings, had no idea that he was to become the precursor of the Royal Academy of Arts. For seventeen years he laboured in the noble cause which was so dear to him, until he received the Royal Charter, bearing date Oct. 17, 1739. The Foundling Hospital had several great helpers in the financial sense, the chief of them being Handel, who enriched the establishment by his performances of his oratorio "The Messiah." The painters of their day gave some of their best works to the institution, which thus became the first home in England of our pictorial art. The Foundling possesses pictures (including "The March to Finchley") by Hogarth, Sir Joshua Reynolds, Allan Ramsay, Richard Wilson, and other representative painters of the period.

The public exhibition of these pictures brought in so much money that the way was at last open for a national academy of art. There had been several attempts to provide analytical training for the embryo artist; but, for want of interest and funds, all had ended in failure. To James Thornhill, Painter to Queen Anne, belongs the credit of the most successful, as it was the first, of these early steps to foster the growth of English art. He established a drawing-school in his house in the Piazza, Covent Garden. Sir James Thornhill, who was knighted in 1720, may not have been a painter of the first order, but he loved his art and did much to encourage it. Hogarth, one of his pupils, incurred the wrath of the master by marrying his daughter, a sin which was forgiven when Hogarth rose to fame. The pupil carried on the good work begun by Thornhill. In a studio formerly occupied by Roubillac, the sculptor, at the end of Peter's Court, St. Martin's Lane, Hogarth maintained St. Martin's Academy, the immediate predecessor of the Royal Academy. Opened in 1734, the academy existed as a school for the study of the nude for some thirty years.

Another "public academy" was also started. It was on a much more ambitious scale than its humble rival in Peter's Court, for the Dilettanti Society aimed at the improvement of painting, sculpture, and architecture. Art was in the air. A Royal Academy was advocated. The Duke of Richmond opened his gallery of antiques in Spring Gardens to artists. In 1761 there were two public exhibitions. But the artists had come to the parting of the ways. The main body, ultimately absorbed in the Royal Academy, became the Society of Artists; the smaller fry, calling themselves the Free Society of Artists, exhibited in Maiden Lane, at Christie's in the Haymarket, in Pall Mall, and in St. Alban's Street, until 1778, when they became dissolved.

On the other hand, the Society of Artists flourished apace. In 1761 its exhibition, held in Spring Gardens, brought in £650. In the following year the charge for admission was fixed at one shilling. Prior to that the public were lured by free admission, and were only asked to pay sixpence for a

catalogue. Dr. Johnson wrote a preface to the catalogue of 1762, in which he spoke in the spirit of prophecy. "All," he says, "cannot be judges or purchasers of works of Art. Yet we have found by experience that all are fond of seeing an exhibition." The Society, which included Reynolds, Gainsborough, Zoffany, Wilson, and West, obtained a Royal Charter in 1765,

or academy of design for the use of students in the arts." An annual exhibition was also advocated. "We apprehend," the memorialists stated, "that the profits arising from the last of these institutions will fully answer all the expenses of the first; we even flatter ourselves they will be more than necessary for that purpose, and that we shall be enabled annually to distribute somewhat in useful charities."

George III. acceded to the request without delay. The memorial was presented on Nov. 28, 1768. On Dec. 10 the document known as the Instrument was signed by the King, and the Royal Academy, "a Society for promoting the Arts of Design," came into being. Some anxiety was caused through the abstention of Reynolds, who did not take an active part in the early proceedings. Here was a crisis indeed! The King, having gone so far as to appoint the day and hour for his approval, was awaiting the details. Without Reynolds, it was felt, there was grave danger of the scheme falling through. At the house of Joseph Wilton, sculptor and State-coach carver to the King, thirty artists assembled in doubt and distress. At length they decided to send Benjamin West "to see what he could do with Reynolds. For two anxious hours they waited, when at length West returned, and Reynolds with him. They rose, and with one voice hailed the latter as 'President.' Reynolds was much affected, thanked them, and asked for time to consider and consult his two great friends Burke and Johnson. He was a fortnight before he gave his consent."

The Academy, thus established, opened its schools at Dillon's print warehouse, formerly Lamb's auction-rooms, in Pall Mall, adjoining Carlton House. The site is east of the United Service Club. Here, on Jan. 2, 1769, the first public assembly of the Academy was held. Sir Joshua Reynolds then delivered the first of his celebrated Presidential Discourses. "Gentlemen," he said, "an Academy, in which the polite arts may be regularly cultivated, is at last opened among us by royal munificence. This must appear an event in the highest degree interesting not only to the artist, but to the whole nation." His second Discourse was delivered on Dec. 10 in the same year, the anniversary of the foundation of the Academy. Thenceforward until 1772 it was delivered annually on Dec. 10. The first exhibition of the Royal Academy was held in Pall Mall on April 26, 1769. It contained 136 paintings.

The Royal Academy owed its foundation to two illustrious personages. There were minor and contributory causes; but Sir Joshua Reynolds, hardly forty-six years of age, was in the zenith of his fame in 1769. Five years before he had founded the Literary Club, the other leading members of which were Samuel Johnson, Edmund Burke, David Garrick, Oliver Goldsmith, Topham Beauclerc and Bennet Langton, Boswell, and Sheridan. He was the most popular painter of his age. Better still, he was a perfect example of English manhood. The Devonshire boy, whose strange beauty is preserved in the medallion portrait of Peter Falconet, had grown into the most lovable of men; his youthful characteristics of gentleness, earnestness, and determination had developed as he

(Continued overleaf.)

## Presidents of the Royal Academy

(The President is subject to re-election annually on December 10.)

SIR JOSHUA REYNOLDS	- - -	1768-1792
BENJAMIN WEST (with an interval of a year, 1805-1806)	- - -	1792-1820
SIR THOMAS LAWRENCE	- - -	1820-1830
SIR MARTIN ARCHER SHEE	- - -	1830-1850
SIR CHARLES LOCK EASTLAKE	- - -	1850-1865
SIR FRANCIS GRANT	- - -	1865-1878
LORD LEIGHTON OF STRETTON	- - -	1878-1896
SIR JOHN EVERETT MILLAIS, Bt.—Feb. to Aug. 1896	- - -	
SIR EDWARD JOHN POYNTER, Bt.	- - -	1896-1918
SIR ASTON WEBB	- - -	1919

*"West resigned in 1805, and James Wyatt was elected President. His election, however, was never approved by the Sovereign, and West was re-elected in the following year."*

and became the Incorporated Society of Artists of Great Britain. Prosperity provoked greed, and the less worthy members of the society endeavoured to divert the pecuniary profits to their own pocket. The greater members resigned, and presented forthwith a memorial to the King invoking his aid in the foundation of a "school



"GEORGE III. . . TO OUR TRUSTY AND WELL-BELOVED JOSHUA REYNOLDS, ESQUIRE": THE DIPLOMA APPOINTING THE LATTER A ROYAL ACADEMICIAN.



# THE STORY OF THE ROYAL ACADEMY: TWO EARLY ART SCHOOLS.



"THE IMMEDIATE PREDECESSOR OF THE ROYAL ACADEMY": THE LIFE SCHOOL IN HOGARTH'S ACADEMY IN ST. MARTIN'S LANE—FROM A PAINTING BY HOGARTH.



"THE FIRST OCCUPANTS OF THE NEW SOMERSET HOUSE . . . IN 1780": THE ANTIQUE SCHOOL OF THE ROYAL ACADEMY—FROM A PAINTING BY JOHANN ZOFFANY, R.A.

The story of the Royal Academy is told in the fascinating article by Mr. Austin Brereton, of which the first instalment begins on the opposite page. Among the Academy's fore-runners in providing instruction in art were Sir James Thornhill and his famous pupil and son-in-law, William Hogarth. "The pupil," writes Mr. Brereton, "carried on the good work begun by Thornhill. In a studio formerly occupied by Roubilliac, the sculptor, at the end of Peter's Court, St. Martin's Lane, Hogarth maintained St. Martin's Academy, the immediate predecessor of the Royal Academy. Opened in 1734, the Academy

existed as a school for the study of the nude for some thirty years." When the Royal Academy was established by George III. in 1768, its first quarters were in Pall Mall. "The schools and offices of the Academy soon becoming too small," Mr. Brereton writes, "the King provided apartments for them in his palace of Somerset House. . . . The first occupants of the new Somerset House were the Royal Academicians. They came into possession in 1780. Their premises were situated in the North block, to the right of the Strand entrance."



(Continued.)

advanced towards middle-age. His studio in Leicester Fields presented an endless procession of all the great ones and the most beautiful women of England, who were proud to have their portraits painted by this master of art. He was so industrious that he had to bear the reproof of Dr. Johnson for working on a Sunday. His works number between two and three thousand, seven hundred of which have been engraved. As a portrait-painter he has never been surpassed. His pictures of children—"Master Bunbury," "The Strawberry Girl," and "Simplicity," for instance—are famous the world over for their simplicity and tenderness. His Discourses are distinguished by a fine literary style. His work was prodigious, but it was never scamped. He prided himself upon his industry and perseverance. His dinner-table, habitually laid for ten, often had to accommodate fifteen of the most distinguished men of an era which was remarkable for the gifts and attainments of both sexes.

He was well beloved by his friends and by the people. When Goldsmith died, Reynolds laid down his pencil, left his painting-room, and did not return to it that day. It has been well said of him that "he was eminently the gentleman of his time; and, if there is a hidden charm in his portraits, it is that. His own nature pervades them, and shines out from them still." His chief companions were Johnson, Goldsmith, Garrick, and Burke. As the result of a cold caught when he was studying in Italy (1749-52) he suffered from deafness and had to use an ear-trumpet. He turned this affliction to account, and at his daily dinner-parties he profited by the use of the instrument "to hear or not to hear, or as he pleased to enjoy the privileges of both, and keep his own equanimity undisturbed." "Sir," said Johnson to Boswell, "I know of no man who has passed through life with more observation than Reynolds." It is one of the greater glories of the Royal Academy that Johnson was its first Professor of Ancient Literature and Goldsmith its first Professor of History.

To George III. belongs the credit of helping the institution by his personal popularity, by his insight, by his purse. The original Instrument by which the Academy was created was revised by him. It has never lost its authority, and the changes and modifications in it which have been made from time to time have not affected the vitality of the original document. With his own hand he drew up the form of the diploma to be granted to each Academician upon his election, ordering

that none should be valid until his sign-manual had been affixed to it. He guaranteed any deficiencies between the profits from the exhibitions and the expenditure incurred on the schools and charitable donations—as a matter of fact, he paid the precise sum of £5116 1s. 11½d. out of his own Privy Purse for the purposes, his last payment being made in 1780. (It will thus be seen that the Academy was self-supporting almost from its

to the right of the Strand entrance. No time was lost in their occupation. Sir William Chambers, who was treasurer of the Academy as well as architect of Somerset House, was ordered, in April of the year named, to expedite matters. He did his double duty with such celerity that the Exhibition of the Royal Academy was held on May 1.

Then, as now, the Exhibition was preceded by a banquet, a fashion which had been set at the Foundling some thirty years before. The first Academy dinners were given in the old Somerset House. In the new one, the covers were increased from sixty-four to ninety, the dinner taking place in the gallery, where the pictures were already hung. Dr. Johnson, happily, was there; and to him we owe a characteristic description of this historic event. In his Diary to Mrs. Thrale, under the date May 1, 1780, he says: "The Exhibition!—How will you do either to see or not to see? The Exhibition is eminently splendid. There is *contour*, and *keeping*, and *grace*, and *expression*, and all the varieties of artificial excellence. The apartments are truly very noble. The pictures, for the sake of a skylight, are at the top of the house; there we dined; and I sat over against the Archbishop of York."

The Exhibition contained 489 pictures by the most famous painters of the latter part of the eighteenth century—Reynolds, Gainsborough, Richard Wilson, Benjamin West, Stothard, Beechey, Cosway, and de Loutherbourg. The President was represented by his portraits of Gibbon the historian, Lady Beaumont, Prince Frederick William, son of the Duke of Gloucester, by his design of Justice for the window of New College, and by his portrait of Miss Beauclerk as Una in "The Faerie Queene." Gainsborough had sixteen pictures, landscapes and portraits, and his famous "Horses Drinking at a Trough." Benjamin West contributed many pictures—portraits of royalty, classic subjects, and battle pieces. Horace Walpole had a note in his catalogue: "Mr. Romney, now in great vogue, sent none of his pictures."

The first Exhibition at Somerset House was a great monetary success. George III. set the fashion. The galleries were crowded. The receipts for the season amounted to £3069 1s.—£1700 more than in the previous year. The Academy remained in Somerset House for fifty-eight years. Up the steps leading from the vestibule to the offices now occupied by the Inland Revenue, Reynolds, Johnson, Wilkie, Flaxman, and many others of note and learning have often passed.

(To be continued next week.)



THE PALETTE OF WILLIAM HOGARTH—PRESENTED TO THE ROYAL ACADEMY BY J. M. W. TURNER.

inception.) The King was a real patron of art. He did something more than lend his name and delve into his pocket. The schools and offices of the Academy soon becoming too small for their purpose, the King provided apartments for them in his palace of Somerset House. These apartments were in part of the old mansion built by Inigo Jones facing the river. The Exhibitions continued to be held in Pall Mall, as there was no room suitable for the purpose in Somerset House. The auction-room, however, became too cramped for its new purpose ere long. There was no space for the pictures, let alone the public. At this critical juncture the King again came to the rescue. The last Exhibition in the Pall Mall premises was held in 1780. For some years before, the need for a more spacious establishment was keenly felt. Fortunately, opportunity and the favour of the King saved the situation.

A new building was to arise in the Strand. This was Somerset House, which replaces "a large and goodly house" built by the Protector Somerset, brother of Queen Jane Seymour and maternal uncle of Edward VI. In 1775 the remains of the old palace, which had housed more than one Queen of England, were removed, and Sir William Chambers, Surveyor-General to the King, was appointed to carry out certain Acts of Parliament whereby the existing building was erected. The first occupants of the new Somerset House were the Royal Academicians. They came into possession in 1780. Their premises were situated in the north block,



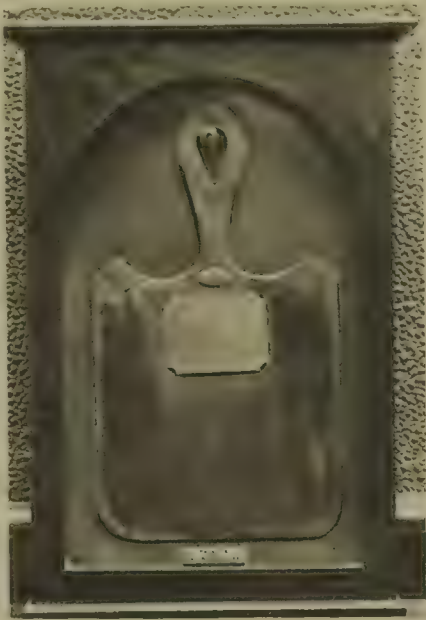
A RELIC OF A GREAT PORTRAIT-PAINTER: THE PALETTE OF SIR THOMAS LAWRENCE.



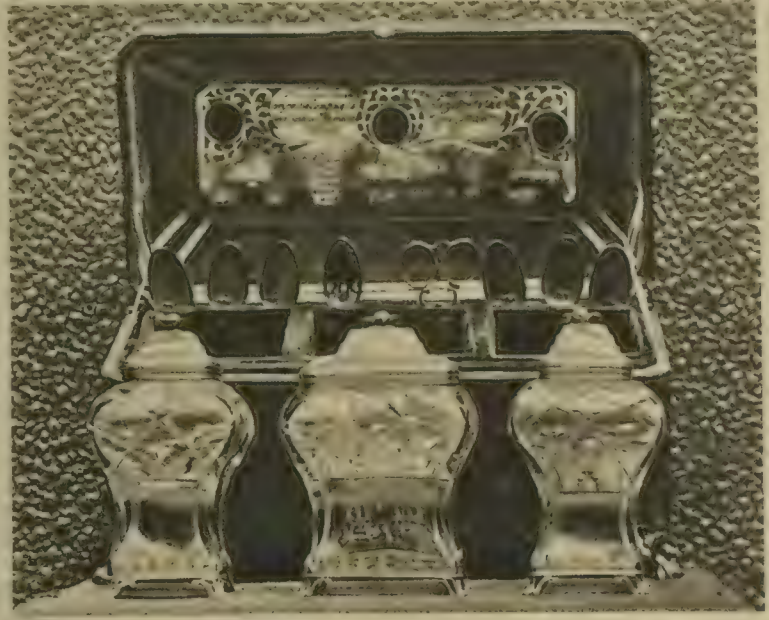
A RELIC OF A GREAT ANIMAL-PAINTER: THE PALETTE OF SIR EDWIN LANDSEER.



# THE STORY OF THE ROYAL ACADEMY: RELICS OF THE FIRST P.R.A.



PRESENTED TO THE ACADEMY BY JOHN CONSTABLE, R.A.: SIR JOSHUA REYNOLDS'S PALETTE.



BOUGHT AND PRESENTED TO THE ROYAL ACADEMY BY A GROUP OF ARTISTS: A TEA-CADDY THAT BELONGED TO SIR JOSHUA REYNOLDS.



THE FIRST PRESIDENT OF THE ROYAL ACADEMY AND ONE OF ITS CHIEF FOUNDERS: SIR JOSHUA REYNOLDS, PAINTED BY HIMSELF.



OCCUPIED BY MANY FAMOUS MEN AND WOMEN OF THE EIGHTEENTH CENTURY: THE SITTER'S CHAIR OF SIR JOSHUA REYNOLDS.

The Royal Academy, as Mr. Austin Brereton points out in his article on a previous page, owed its foundation mainly to George III. and Sir Joshua Reynolds, who became its first President, and delivered his first presidential address on January 2, 1769. He was then at the height of his fame, and the most popular painter of the age. "His studio in Leicester Fields," writes Mr. Brereton, "presented an endless procession of all the great men and the most beautiful women of England. . . . The connection of Reynolds with the Royal Academy lasted from 1768, with a brief interlude (in 1790) until his death

in 1792." His "sitter's chair," which is illustrated in the lower right-hand photograph above, "was occupied in turn by the most illustrious statesmen and warriors, by the most eminent lawyers, poets, philosophers, and wits of the eighteenth century. The loveliest and most intellectual women of that time have sat in it. The majestic Siddons leaned her arms upon it as 'The Tragic Muse.' Kitty Fisher lounged in it as 'Cleopatra.' " It passed, by purchase, into the possession of each succeeding President until 1878, when Sir Frederick (afterwards Lord) Leighton presented it to the Royal Academy.



## THE STORY OF THE ROYAL ACADEMY: FOUR NOTABLE PRESIDENTS.



AN AMERICAN-BORN P.R.A.: BENJAMIN WEST, WHO SUCCEEDED SIR JOSHUA REYNOLDS IN 1792—BY LAWRENCE.



A FAMOUS PORTRAIT-PAINTER: SIR THOMAS LAWRENCE, WHO BECAME P.R.A. IN 1820—PAINTED BY HIMSELF.



ELECTED PRESIDENT OF THE ROYAL ACADEMY IN 1850: SIR CHARLES LOCK EASTLAKE—BY J. PRESCOTT KNIGHT, R.A.



SUCCESSOR TO SIR CHARLES EASTLAKE AS P.R.A. IN 1866: SIR FRANCIS GRANT—A PORTRAIT BY HIMSELF.

Benjamin West was born in Chester County, Pennsylvania, in 1738. He settled in England in 1763, and in 1772 became historical painter to George III. On the death of Sir Joshua Reynolds in 1792, he became the second President of the Royal Academy. One of his best-known works is "The Death of Wolfe." Several of his pictures are at Hampton Court.—Sir Thomas Lawrence was born at Bristol in 1769, and became P.R.A. in 1820. In 1814 he painted portraits of the Allied Sovereigns for the Prince Regent, thus initiating the Waterloo Gallery at Windsor Castle, and in 1816 he was the official

British artist at the Congress of Aix-la-Chapelle. Between 1825 and his death in 1830, he became a most popular and successful portrait-painter.—Sir Charles Eastlake was born at Plymouth on November 17, 1793, and became President of the Royal Academy in 1850. He died at Pisa on December 24, 1865. He had lived much in Italy, and was influenced by the Venetian style.—Sir Francis Grant was born at Kilgraston in 1810, and died in 1878. He became P.R.A. on the death of Sir Charles Eastlake in 1866, after Maclise and Landseer had refused office. He was a fashionable portrait-painter.



## AS IT IS IN FRANCE: A COMMEMORATION RITE AT THE PANTHÉON.

FROM A DRAWING MADE ON THE OCCASION BY HENRY CHEFFER.



### FRANCE'S TRIBUTE TO THE DEAD WHO GAVE UP THE PEN FOR THE SWORD: A CEREMONY IN THE PANTHÉON! AT PARIS, TO COMMEMORATE FRENCH WRITERS FALLEN ON THE FIELD OF HONOUR.

It is interesting to compare the French mode of public commemoration of fallen heroes, as shown in this drawing, with our own national services in St. Paul's and Westminster Abbey. Standing before the cenotaph is General Mallette, reading the names of the

French writers who gave their lives for France in the war. Near him, to the left, is the President of the Société des Gens de Lettres, and grouped round the cenotaph are members of committee. On the right, in uniform, are wounded members of the Society.





THE AUSTRALIANS' MARCH THROUGH LONDON ON THEIR LAST "ANZAC DAY" IN ENGLAND: THE PRINCE OF WALES TAKING THE SALUTE AT AUSTRALIA HOUSE:  
WITH SIR DOUGLAS HAIG BESIDE HIM.

PHOTOGRAPH BY CENTRAL PRESS.



## SCIENCE JOTTINGS



OFFERING AT DURHAM: A THOMAS...  
STUDENT OUT OF A HALL (S. A. L. 1891)



UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.



LEARNING HERE IS SUPPORTED IN A CLASS OF A CATHEDRAL...  
STUDENT IN SCHOOL (S. A. L. 1891)

## THE BLESSINGS OF ANÆSTHESIA.

NO ONE who attends a capital operation at a well-equipped hospital can fail to observe that all evidence of pain has been entirely eliminated. The white-robed officiating surgeon and his assistant, the trim nurses in their neat uniform, the hushed spectators, and the patient—surely wrongly so called—as motionless and insensible as the trolley on which he is brought in to the theatre, all lead one to believe that one is assisting at some religious or magical ceremony acted in dumb show, rather than at a forcible severing of nerves and muscles from the living organism which should cause the greatest agony the brain is capable of feeling. Yet it was not always so. Only some fifty years ago, before the discoveries of Simpson and Lister, one of the features of such an operation would have been the presence of strong men to hold the screaming or groaning patient powerless in his struggles; and still earlier, before the ligature of the arteries had been invented by Ambroise Paré, the yet more ghastly feature of a cauldron of boiling pitch, in which the bleeding stump of the amputated limb was plunged to stop the flow which would otherwise have bled the sufferer to death. Yet all those horrors have been abolished by the simple process of slipping a cap over the patient's nose and mouth, and inducing him to take one or two deep breaths.

The mechanism, so to speak, of the anæsthesia thus produced is, however, by no means so simple as it appears at first sight to the layman. As Dr. Charles Richet lately explained in an address to the Five Academies of France, the first effect of the anæsthetic, be it chloroform, ether, laughing gas, or even alcohol, is to paralyse the centres of consciousness, and thus to induce a sleep first with, and then without, dreams; but this is not enough. This, which would by itself be enough to prevent the patient feeling what is being done to him, is not enough for the surgeon, who must have, for prolonged and complicated operations, complete immobility and the cessation of those reflex actions of the nerves and muscles which, if left to themselves, they might perform without the conscious direction of the brain. Hence it is necessary that the *medulla oblongata*, which is the seat of all these movements, should be temporarily paralysed as well as the centres of consciousness; and to ensure this a higher and deeper stage of anæsthesia has to be reached. By what drug is this to be produced?

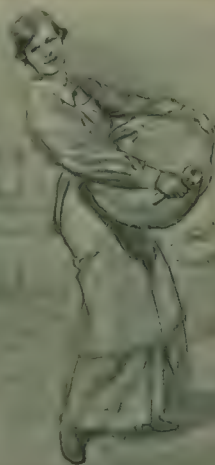
Here begins the great difficulty of the anæsthetist. Chloroform—and for that matter, nearly every anæsthetic yet in use—acts locally and, so to speak,

mechanically, even plants and metals being subject to its paralysing influence. Hence, if it be allowed to pass into the blood in sufficient

quantity, the poisoned blood will flow into the heart, and arrest its action, with the almost certain result of instantaneous death. This, too, is never more likely to happen than when the patient, before being brought into the operating theatre, has had his (or her) arterial pressure and general vitality diminished either by the loss of blood following the injury, or by a long and exhausting illness. In either of these cases, the heart is at once quickly attacked, and is slower of recovery than it would be in an active man in full health. Even if the patient comes unscathed through the operation, the depressing effect of the anæsthetic on the heart's action remains, and the patient may easily die of what is generally called the "shock" of an operation, which nevertheless he has in no way felt.

M. Richet thinks, and a great many extremely able and skilful French surgeons think with him, that this difficulty can be got over by using, instead of inhalations of chloroform or ether, injections into the veins of a compound of chloral and glucose which he and M. Hanriot discovered a quarter of a century ago, and named chloralose. This drug, and some others which could be named, produce loss of consciousness indeed, but do not attack the *medulla*, and therefore do not abolish the reflex actions of nerves and muscles. Hence the patient does not necessarily remain absolutely motionless; and although this would be of comparatively little consequence if he or she were already exhausted by loss of blood or long illness, it is yet likely to interfere with the complete success of long and complicated operations.

It may occur to the lay mind that the way to overcome this, fresh difficulty, would be, first of all, to give the patient a stupefying dose of chloroform or (preferably) ether, and then to follow this up by an injection of chloralose; but the answer to this is that chloralose positively excites the *medulla*, instead of paralysing it, and that therefore it would at once counteract the effect of the drug taken by the mouth. Doubtless, however, a solution will be found before long, and in the meantime, we cannot be too thankful for the alleviations which modern surgery has brought to some of the most poignant of human sufferings. Nor should it be lost sight of that the experiments which have made these possible were, in the first instance, tried upon the lower animals, and especially upon "man's friend," the dog. F. L.



AT A GOVERNMENT FOOD SHOP IN PARIS:  
A WORKER IN A VILGRAIN HUT.

From a Sketch by L. Ponsargue.



THE FRENCH GOVERNMENT SCHEME TO LOWER FOOD PRICES BY COMPETING WITH PROFITEERS:  
ARRANGING STORES IN A VILGRAIN HUT IN PARIS BEFORE BUSINESS HOURS.

From a Sketch by L. Ponsargue.



## A NEW WAY WITH PARIS FOOD PROFITEERS: THE VILGRAIN HUTS.

FROM DRAWINGS BY L. POUZARGUES.



INSTITUTED BY M. VILGRAIN, FRENCH UNDER-SECRETARY FOR FOOD SUPPLY, TO LOWER THE COST OF PROVISIONS:  
A VILGRAIN HUT DURING BUSINESS HOURS.



THE FRENCH GOVERNMENT AS A COMPETITOR WITH PROVISION MERCHANTS TO BRING DOWN FOOD PRICES:  
CUSTOMERS AT THE COUNTER INSIDE A VILGRAIN HUT.

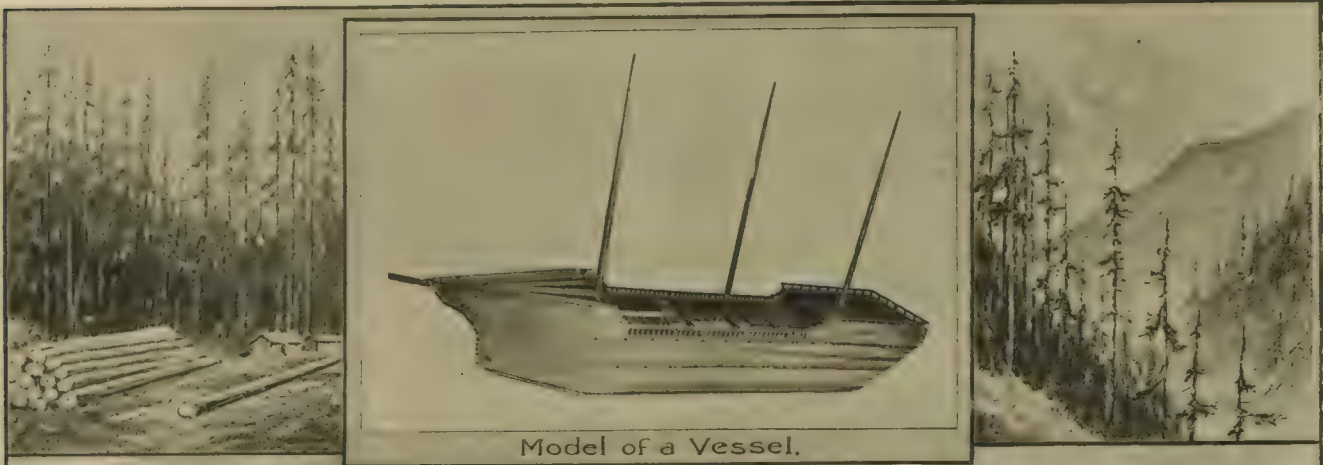
Early in March, M. Vilgrain, French Under-Secretary of State for Food Supply, inaugurated a new system to ease the crisis caused by the high prices of food in Paris. In nearly all the crowded parts of the city huts have been erected where the public may buy food-stuffs from smart saleswomen—all Government officials. The system of controlled prices, which has failed, is thus replaced by Government competition. The Government is often accused of making the price of a commodity rise when it requisitions it; but the Government, which has helped the dealer by raising prices, has itself to pay the increased rate

when it requires further stock. Unless the price and the requisitioning of food are both controlled, prices must go up and profiteering and speculation abound. M. Vilgrain has made the Government become a seller, and so enter into competition for providing food-stuffs at low rates. He endeavours to give the tradesman full liberty, and to re-establish the workings of fair competitive trade. There is, of course, this pitfall. The State shops may benefit the consumer, but ruin the small tradesman, while still allowing the speculator to get rid of his large stocks of food without losing too much over them.



# SHIP AND CARGO IN ONE: A NEW WAY OF IMPORTING TIMBER.

DRAWN BY W. B. ROBINSON FROM MATERIAL SUPPLIED BY MESSRS. VICKERS.



Model of a Vessel.

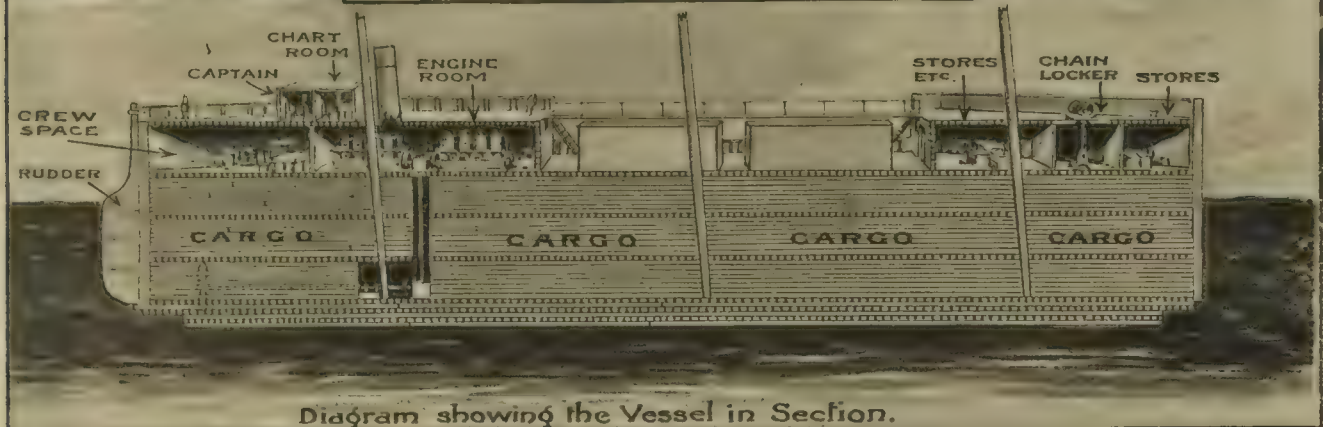


Diagram showing the Vessel in Section.



Pictorial Diagram of the Vessel at Sea

## A CARGO OF TIMBER BUILT IN THE FORM OF A SHIP, UNSINKABLE AND SELF-PROPELLED: A NOVEL EXPERIMENT IN THE SHIPMENT OF WOOD FROM BRITISH COLUMBIA, WITH A MODEL OF THE ORIGINAL DESIGN.

This remarkable craft is something unique in the annals of naval architecture. The cargo is the ship, and the ship is the cargo. She is being constructed in British Columbia by Messrs. Vickers, by whose courtesy we are enabled to give the above diagrams and a photograph of a model of the original design (since altered). The "ship" will consist when completed of 5,000,000 broad feet of timber, in the form of great "sticks" of Douglas fir, hemlock, and cedar, from the forests of the

Pacific Slope. Within the framework the timber will be laid in three tiers, with cross-beams, and on top the main deck, with fore-castle and poop and roomy accommodation for officers and crew. Motor-engines driving twin screws are to supplement the sails. The length of the craft will be 250 ft., the beam, 60 ft., and the depth, 36 ft., with a displacement of about 9000 tons. Her maiden voyage from British Columbia to this country will be her last, for she will be broken up to supply much-needed wood.



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Bedside Cupboard ... ..	4	0	0
Two Chairs (19/6 each)...	1	19	0

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Upholstered Wicker Chair	1	17	9
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## LITERATURE.

"Russia's Ruin." "On the Bolshevik régime," writes Mr. E. H. Wilcox in the last chapter of his new book, "Russia's Ruin" (Chapman and Hall), "it is too early to pass a conclusive judgment. It claims vindication only by final results, and until these are apparent one cannot say definitely that its theory is either right or wrong." It is not quite clear when these words were written, as the record of events covered by the book does not go beyond the first assumption of power by the Bolsheviks after their suppression of the Constituent Assembly at the time of the Brest-Litovsk negotiations. Possibly by now the author would consider that Bolshevism has supplied sufficient data to be finally condemned. At any rate, he leaves no doubt as to his own opinion. "To the sceptics," he says, "those who do not believe in the

and none was more ruthless. . . . Socialism is the most dangerous of all the delusions under which masses of men and women have suffered, and Bolshevism, as its most extreme, is also its worst form." Even German Socialists have denounced it, as the author shows by a quotation from one of their papers. His final word of comfort is that history may falsify the Bolshevik hopes of a world-wide social revolution, as it falsified those of the revolutionaries of 1848.

At the same time, he exposes the mistaken methods adopted by the Allies to counteract it, and shows that they began by failing to understand it. Instead of seeing in Lenin "the fanatic of a false idea, relentless but sincere," they attempted to discredit him by alleging that he was a Jew (which is not the case) and merely a hired German agent. Lenin, whose real name is Vladimir Ilyitch Ulianoff, seems to

earlier developments, and the personalities of the chief protagonists on both sides.

"Rupert Brooke's Grave."

Mr. C. E. Byles has the courage of his classical convictions. His new book of verse, "Rupert Brooke's Grave; and Other Poems" (Erskine Macdonald) brings the ancient learning to the service of poetry in a way that has somewhat fallen into disuse. But here, especially in the principal theme, the method is the most fitting that could have been devised. For Brooke, with all his brilliant modernity, was a son of Hellas, to whom it was fated that Greece should yield a grave—

In Skyros Isle 'tis set:  
the memoried wave  
Of the Aegean with a  
sapphire ring  
Engems it, as of old,  
in the mid sea,  
Betwixt Eubœa and  
the Lesbian shore.

These four lines admirably represent the writer's quality. He is rich in appropriate allusion—so rich, perhaps, that Corinna's advice to the young Pindar, "Sow with the hand, not with the sack," might apply, were it not for Mr. Byles's taste and his excellent sense of poetic imagery. He has written a true elegiac, one of the best of recent years. The endurance of Brooke's fame may be a problem, but his promise at least justified this musical tribute of lament, and it was right that he should be sung by a singer who can so skilfully blend the ancient with the modern.

Mr. Byles has also a strong hand in the sonnet, and a power over the proper name in his line, which thus approaches the Miltonic. It is gratifying to find that this power is not, as one was tempted to believe, a lost art. The Red Cross, Edith Cavell, The New Moloch, and The Island Mother are among the subjects that have inspired Mr. Byles's pen. He knows how to be stately without being frigid—a sufficiently difficult achievement.



"A MISGUIDED SAINT": M. K. GANDHI, THE INDIAN EXTREMIST LEADER.

Mr. Gandhi has been described by the Lieutenant-Governor of Burma, Sir R. H. Gaddock as "a dangerous and misguided saint."



THE JAPANESE NAVAL SQUADRON AT MALTA: THE CREWS MARCHING OUT OF PALACE SQUARE, VALETTA, AFTER THE REVIEW.

The Japanese Squadron under Rear-Admiral K. Sato visited Malta on March 31, and were reviewed by the Governor, Field-Marshal Lord Methuen.—[Photograph by Agius-Colanin.]

promises of Bolshevism, it can only appear as one of the greatest scourges that have ever afflicted humanity. . . . No Tsar of modern times ruled so autocratically as Lenin,

scribe in detail some of the chief factors." While thus inevitably disjointed in its plan, the volume throws valuable light on the origin of the revolution and its

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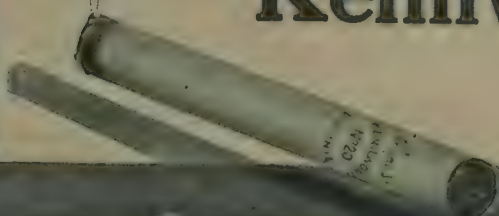
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## LADIES' NEWS.

THE merry month of May, will it, or will it not, live up to its alliterative promise? No one ventures on any anticipation of what is awaiting us in the way of social relaxation. If anything were wanting to prove how truly we are people led by our King and Queen, it is now before us. No pronouncement has been made as to his Majesty's views for a London season. Therefore, at this moment, no one can say whether there will be a season, after the pre-war style, or not. On the whole, the Noes have it, because for anything on the old accepted lines there is no sign of preparation. Soon now there will come some intimation as to the King and Queen's wishes. That they will be carried out in the letter and the spirit there can be no doubt, for their Majesties have thoroughly established, by their work and lives, the rule of love—the only one that counts in this period of world-turmoil.

There have not been many marriages at Lansdowne House since the Duchess of Devonshire and the Marchioness of Waterford were married from there; and now it is the turn of their daughters, beginning with Lady Blanche Cavendish, this week. This fine specimen of an Adam mansion was lent for the wedding of the Earl and Countess of Carnarvon. It was also used for the wedding of Lord and Lady Leconfield, Lady Leconfield being a grand-niece of Lady Lansdowne. A feature of the mansion is the ballroom, with its fine wagon-roof, also the fact that the whole suite of reception-rooms are on the ground floor. It is for the purposes of entertainment better than Devonshire House. The grounds of these two mansions are joined, when the two families are in residence, by a bridge over Lansdowne Passage. Report has it that mansions and gardens are to be used for the erection of flats. So far, report is unconfirmed.

Parisian modistes are somewhat unjustly saddled with the blame for the dresses cut very low at the back, of which people in the higher walks of life hear more, perhaps, than they actually see. This fashion, when exaggerated, belongs to the half-world and to the foolish young woman who cannot distinguish between what is smart yet of the surface world, and what is reckless and of that beneath the surface. Dressmakers should help them to discriminate. A lady of light and leading to whose dances all appreciate being asked, erased three names from her invitation list because their owners' bodices were almost to vanishing-point at the back, and she did not like it. Later, it came to her knowledge that two of the girls were motherless, and had gone to a smart modiste recom-



A BLACK-AND-CREAM EVENING DRESS

A black satin fourreau is worn underneath, and over it is placed a tunique of cream silk jersey, embroidered with large jet beads.

mended by friends. So thus just woman spoke as a mother to the girls, who told her, moist-eyed, that they hated the frocks, but were assured they were quite correct. They are reinstated on the list; the third, a woman of thirty and of experience, is not.

Those poor, dear people who banked on warm weather in early spring, and used their coal supply recklessly in the winter months, are now suffering. Our grates and fire-places and chimneys are not built for economising fuel. Those wise people who, at the early warnings of coal shortage, supplied themselves with such real fuel economisers as Devon fires are profiting now by their foresight. These fires, full particulars of which can be had from Candy and Co., 87, Newman Street, W.1, are also economisers of labour, as no polishing or blackleading is required. They are excellent alike for combustion and appearance, and are comforts in every home where they have been installed. There is no delay about obtaining them; and those whose coal supply has only been slightly or not at all reinforced are eagerly ordering Devon fires.

Women are doing strange things in these days of their emancipation. Miss M. Royden was prevented from preaching in a Church of England, but Miss Lena Ashwell declaimed the Scriptures from the lectern in Worcester Cathedral. Women are eventually to have every profession open to them that is open to men, save that of fighting, for which we are believed not to be fitted. That may be said to depend upon the method! The thing that struck a hearer of Miss Lena Ashwell was the extraordinary effect of the glorious literature of the Bible as she spoke it, and the contrast of it to the gabble of words so often inflicted on congregations from the lectern.

Norwich is an interesting old town, and sleepy withal, until, at a certain hour, a hooter goes, and out into the streets stream crowds of bright-eyed, healthy-looking girls and men joking and talking and waking the place up with life and laughter. They have been busy making us our favourite "Norvic" shoes, quite rightly called "The Shoe of Luxury." It is at once delightful to wear and to look at, and what would you more? Any good retailer can get it, and you will know it by the Cathedral stamped on the soles. The Norvic Shoe Company have agents in each district, so that there need be no trouble about buying these shoes; if an agent is not at hand, write to Norwich for the name of the nearest. A very noticeable change for the better since the war is the more sensible style and the better appearance of girls' and women's boots and shoes.

A. E. L.

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## THE PLAYHOUSES.

### "BUSINESS BEFORE PLEASURE." AT THE SAVOY.

THAT droll stage pair, Potash and Perlmutter, seem indefatigable, and their adventures inexhaustible. In "Business Before Pleasure" we get yet a third instalment of their history; once again they squabble and are reconciled in quick rotation, indulge in back-chat, yet support each other staunchly against any third party; launch out into risky enterprises, and skirt ruin through the sentimentality of Potash. Since their characters are fixed by now, and the ups and downs of their fortunes follow traditional lines, they must have lost something of their novelty. But their talk is still so amusing, and this third time they are involved in so exciting a plot, and plunged into so new an atmosphere—one of films and film-making—that a certain conventionality in the scheme, and even some long-windedness in the dialogue, will be readily forgiven. Who can help laughing, for instance, at the frugal Potash's attempts to run his cinema show cheaply by making his daughter the eternal heroine, and his wife that heroine's stern parent? Who can fail to be amused at the invasion of stage "supers," or at Potash's perfectly justified tears over the domestic trouble in store for him when an attractive "Vampire" woman is engaged, and his wife still haunts the studio? Mr. Yorke and Mr. Leonard the one in his suggestion of exasperating dulness, the other with his smiling air of unscrupulousness—are so entirely themselves, such a perfect foil in humour, that the fact that their stage-companions yes, even Miss Julia

Bruns as Vampire—obtain few chances hardly seems to matter.

### "THE VERY IDEA." AT THE ST. MARTIN'S.

To turn the brand-new science of eugenics to comic account, and make its solemnities serve the purposes of farce, was surely the "Very Idea" for a novelty in the playhouse. America thought of the notion, and London evidently approves of America's happy thought, for the first-night

evident, also, in the workmanlike and tactful way in which its humorous possibilities are developed. From his bland prophet of eugenics, who is so ready to experiment with other persons' happiness, down to the chauffeur on whom he practises, and the Irish servant who insists on holding on to her baby, there is a real sense of fun animating his portraiture of his characters. Mr. Stephen Ewart makes the missionary of the new science consistently ludicrous;

Mr. Mulcaster's chauffeur, and Miss Margaret Shelley's Irish-woman are both delightfully full-blooded; and both Mr. Donald Calthrop and Miss Mary Glynn are admirable.

### "MONSIEUR BEAUCAIRE," AT THE PRINCES.

Endeared to playgoers in advance by the associations of the original play with Lewis Waller, "Beaucaire" starts with the advantage of a familiar as well as a good plot; it is fitted by M. Messager with ballads, duets, and other numbers which have musical distinction and enhance the charm of the story's pretty, if artificial, romance; and it provides opportunities for picturesqueness in its Bath scenes and eighteenth-century costumes. From the singing members of the cast, it was, perhaps, too much to expect that their acting should efface our recollections of old Lyric days. But Miss Maggie Teyte gives us sincerity in the emotional scenes as well as delightful vocalisation; and Mr. Marion Green's hero, if lacking something of the dash and fine air and bravura of Waller's Beaucaire, is perhaps more of a Frenchman both as the barber and the Duke, and does fullest justice to the music. Mr. Robert Parker's Winterset is vocally efficient; good fun is furnished by Mr. Lennox Pawle; and both Mr. Spencer Trevor and Miss Alice Moffatt deserve special mention.



KINDLY WORK FOR CRIPPLES: SIR WILLIAM TRELOAR LAYS A FOUNDATION STONE AT HAYLING ISLAND.

With due simplicity, the foundation-stone of the new Pavilion for the Hayling Island Branch of the Alton Hospital for Crippled Children was laid by Sir William Treloar on Primrose Day, in the presence of Sir William Dunn, his co-Trustee, Miss Treloar, and a number of friends. The new Pavilion, to contain fifty beds, will supplement the valuable work done for tuberculous crippled children at Alton, it is believed that the combination of sea-air with sunshine will greatly help suitable cases, and incidentally forward scientific research on a subject that has proved of deep national concern. Sir William Treloar briefly expressed the hopes of the founders in the new development.

audience at the St. Martin's gave Mr. Le Baron's play and its English actors a most enthusiastic reception. And the enthusiasm was deserved, for the playwright's ingenuity has not stopped short with the selection of his idea: it is

does fullest justice to the music. Mr. Robert Parker's Winterset is vocally efficient; good fun is furnished by Mr. Lennox Pawle; and both Mr. Spencer Trevor and Miss Alice Moffatt deserve special mention.



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## NEW NOVELS.

**"Under Blue Skies."** The tropical islands that Mr. De Vere Stapoole describes so well seem unusually attractive after the past winter of grey skies and belated snow, and we advise people who wish to add to their holiday joys to take "Under Blue Skies" (Hutchinson) away with them. It is a book of stories, the first long, the rest short, dealing with South Sea Islanders, with pearl-fishers, with seafaring men beset by strange adventures under the sun that beat on coral atolls and beaches of soft white sand. It raises a craving that is almost a homesickness, even in one who has never seen these far lands except in a day-dream, for their remote and exquisite charm. Mr. Stapoole, however, is much too good a novelist to let his setting stand in the way of his story. Not one of these yarns but has a good round plot and savour; not one of his characters but lives and moves, and carries the reader with him. Once the curtain rises on San Francisco, but for the most part all the odd or thrilling things that happen take place in the islands of the South Pacific. Anyone who does not delight in the tales in "Under Blue Skies" must be hard to please.

**"The Love-Spinner."** We are informed by the loose cover that "The Love-Spinner" (Methuen) is "a novel saturated with old-world charm", but we prefer to believe that the charm of nice, kindly, well-mannered old ladies belongs to any world, and that there will always be a leavening of Miss Jessie in the mass of humanity. Her good actions and the circumstances that surround them and arise from them are obvious and pretty—so obvious and so pretty that to read "The Love-Spinner" is to sit in the stalls and listen to one of those plays where the conventions of the

theatre are never abandoned for the gruff and awkward tones of reality. It is very soothing to trot with Miss Jessie in and out of her neighbours' houses, confident that her practical saintliness will bend the stubborn will, bind up the bleeding heart, and diffuse a general sweetness and light in the neighbourhood. Life, alas! is more an affair of loose ends and ragged edges than Miss Clara Turnbull would have it; but there are times when we are really

from its awful profundities in fiction of this gentle and blameless order.

**"When the World Shook."**

When Sir H. Rider Haggard sets out to provide marvels for his readers, marvels of no mean or stunted stature are called into being. "When the World Shook" (Cassell) leaves us breathless, agape at the range of his imagination. He has soared beyond Africa, beyond the Phœnicians, beyond ancient Egypt, and the survivors of the world of 250,000 years ago return to life at his bidding. We are not quite sure whether the mighty Ora, who read the secrets of the universe and controlled its elemental and hidden powers, did or did not cause the Flood attributed to Noah; but, if he did not, he produced a similar mighty inundation to drown the surface peoples of the earth before he put himself and his beautiful daughter snugly to sleep in radium-heated coffins to await their resuscitation by three typical Englishmen in the present century. He had still another case of devastation up his sleeve too, and, after an inspection, from the astral plane, of modern civilisation practising its arts and sciences in Europe in 1914-18, he was about to blast the earth-dwellers a second time when something intervened—and what that something was wild horses would not drag from us, for this is the culminating marvel of Sir Rider Haggard's wondrous story.

One thing is sure, and that is that, when you next hear of an earthquake in the Polynesian regions and of islands that rise or fall in a seismic convulsion, you will, if you have read "When the World Shook," smile at the glib explanations of modern science, that Ora, Pan-wise, has stamped his foot in the night thick.



A NEW BARONET AND HIS WIFE: SIR SAMUEL J. WARING AND LADY WARING

In the New Year's Honours List issued on April 29, M. Samuel James Waring receives a well-merited Baronetcy. The new Baronet, who is High Sheriff of Denbighshire, did excellent work during the war. On the outbreak of hostilities, he placed his personal services and all his factories with which he was connected, at the disposal of the Government. Within two months, he had organised a factory and equipment factory in the world, employing 10,000 hands. Further, he built, and organised, a factory and devised a new scheme, known as the peddle system, for expanding the production of the Lee-Enfield rifle; organised factories throughout Great Britain for the production of aeroplanes; and was entrusted by the Government with the organisation of Oldham factories for the assembling of American aircraft. He has been thanked by the War Office, the Ministry of Munitions, and the Air Board for valuable national services.

sick of life, don't want to find it staring and frowning at us in the library novel, and are glad to take refuge and remain assured his foot in the night thick.

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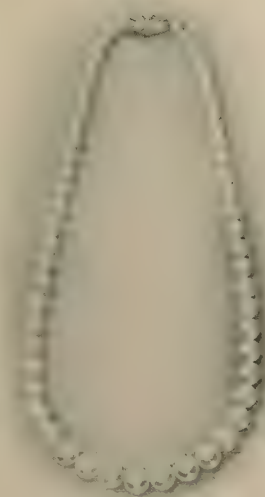
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## THE CHRONICLE OF THE CAR.

## The Question of Speed-Limits.

In connection with a recent note in this column on the question of speed-limits, I have received the following letter from a correspondent in Edinburgh, who writes—

I notice under Motors in this week's issue of your paper an article advocating the removal of all restrictions on the speed of motors. I take it he refers to London and district. In this city an attempt was made by the Town Council to have a speed-limit fixed. Sheriff Gray would not sanction it, with the result that he, along with many others, have been knocked down and either killed or severely injured; the Sheriff was in the latter category, fortunately escaping with his life. But now motors rush along as they like; if an accident occurs, it is the poor pedestrian who suffers, and he has no redress; and meanwhile the streets are terrorised by motor-cyclists, military or otherwise, over whom the police have no control.

Lord Kingsburgh (Sir John McDonald) wrote and spoke much in favour of high speed anywhere and everywhere, and made use of similar arguments to those used by your correspondent; but the results here have shown that these arguments are fallacious, and no doubt the result will be the same elsewhere. It is all very well to have no restrictions for sane and reasonable drivers; but it is necessary to have some control over fools and idiots, of whom there seem to be many on wheels.

It seems to me there must be a great deal of driving in the Scottish capital which distinctly comes within the definition of dangerous, and which ought to be taken in hand by the police as such. I do not see how an arbitrary speed-limit is going to help very much. As a matter of fact, it should be pointed out that there is a speed-limit in force in that city—the one fixed by Act of Parliament in which it is laid down that in no circumstances must the speed of motor vehicles exceed twenty miles an hour. Now, twenty miles an hour is absolutely safe under many sets of conditions, even in the main streets of Edinburgh; but there are others in which even five miles an hour is too fast, so that it seems to be a reasonable contention that a speed-limit of, say, ten miles an hour would not materially have lessened the

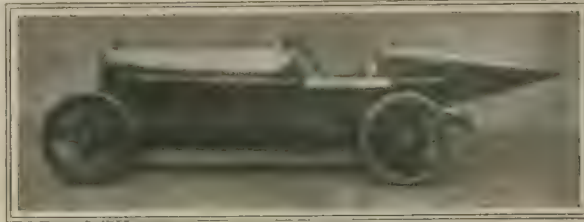
tale of accidents of which the writer speaks. The real remedy is undoubtedly in greater vigilance on the part of the police, and in prosecution in every case where it is possible to prove that a vehicle has been dangerously driven, without regard to the speed. There is another

the police authorities here are of opinion that speed-limits do not assist to make the streets safer. With all respect to the views of the writer of the letter, I am still of the opinion that arbitrary limitations of speed are useless, and that, as I have often said in this column, there can be only one measure of offence in connection with the driving of any vehicle—that of the public safety as measured by the actual conditions ruling at the moment.

## Government Pledges and the Petrol Tax.

While everyone is looking forward to the next Budget with something like apprehension, motorists regard it with interest from their own especial point of view. "What is going to happen about the super-tax on petrol?" is the question most often asked in this connection. This tax, in the words of Mr. E. S. Montagu, the then Minister of Munitions, was levied as "a super-tax for the war and for the war only." It still exists, however, and with it exists the obsolete Petrol Control Department, which is occupied in collecting this tax, for which purpose it employs a staff of 300 persons at a cost to the country of £42,000 a year. There is a rumour abroad that the intention of the Government is to redeem the letter of its pledge and remove the super-tax, but to raise the Excise tax to a shilling per gallon, thus distinctly violating its spirit. It may be that this is merely one of the usual rumours that obtain currency anterior to the introduction of every Finance Bill; but if it should turn out to be true it will cause more resentment among the public than the proceeds of the tax will be worth. However, we can only wait and see.

Quite a new era in agriculture in France has been opened by the spring demonstration of "Motorculture" organised by La Chambre Syndicale at Saint Germain-en-Laye. The conservative French agriculturists showed a remarkable interest in this new cultivation by motor, and their highest enthusiasm centred on the Austin agricultural tractor, (Continued overleaf.)



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matter to which the writer does not refer, and that is the number of accidents in which slow-moving vehicles are concerned. I do not know what the figures for Edinburgh may be, but the experience in London is that more accidents are caused by heavy, slow traffic than by fast; and I believe it is because of this experience that



CROSSLEYS AND THE R.A.F.: A GROUP AT THE HOTEL CECIL.

Our photograph shows an interesting group of the well-known Crossley cars used by the staff of the Royal Air Service, and here seen in the courtyard of the Hotel Cecil.

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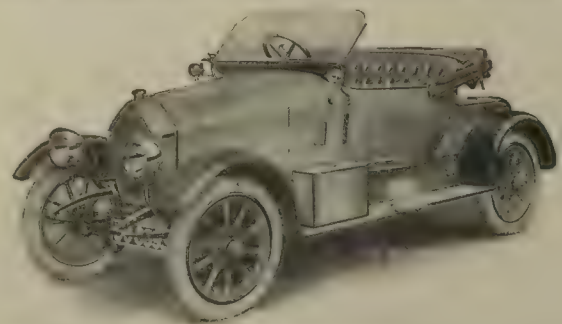
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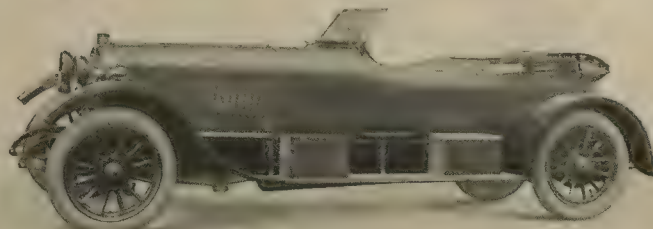
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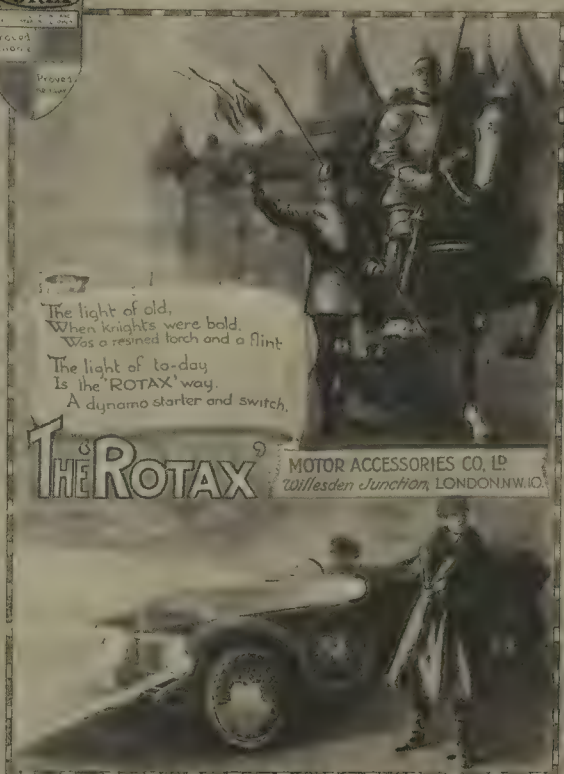
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Continued.) which was regarded as extremely suitable for the type of work demanded by French conditions. The promoters of the function did the makers of the Austin an unwitting service when they allotted to it the worst patch of ground—one which had never been put under cultivation by its present tenant. By the Austin tractor the possibility of cultivating it was demonstrated beyond doubt. *Le Figaro* says of this tractor "This marvellous machine seems the acme of usefulness at this successful demonstration—such is the opinion given not only by influential visitors, but by all practical agriculturists. Have not the latter recognised in this finished machine the realisation of an ideal so long desired?"

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#### An Increase in Tyre Prices.

The North British Rubber Company inform me that, in consequence of the greatly increased cost of production, they have been compelled to advance the prices of Clincher tyres by ten per cent. At the same time, they point out that they have refrained from following the example set by certain of the other manufacturing concerns (who increased their prices some months ago), and have maintained their charges at the old level until the advancing cost of labour and the exhaustion of stocks of materials bought at favourable prices have necessitated the increase.

#### Sunbeams in American Races.

The Sunbeam Company has completed and despatched to America two six-cylinder racing cars for the international race which is to take place on the Indianapolis Speedway on May 31. The cars, which will in all probability be the only British representatives in the race, are to be driven by Resta and Chassaigne, and ought to make a good showing. The race is to be run over a distance of 500 miles for cash prizes amounting to over £10,000.—W. W.

It may be true that beauty is only skin-deep, but it is none the less a most covetable possession, and there may

come a time when paint or powder cannot produce an effect which should rival the outcome of health. Hence it is more than useful to have at hand some health-giving and complexion-improving agent such as Kraschen Salts. For ladies in Society, who often work hard in the pursuit of pleasure, or, it may be, philanthropy, it is well to have always available a bottle of Kraschen Salts, as they are both remedial and preventive of a faulty skin. It is a remedy and preservative that never fails, and all who value their complexion should remember to keep a bottle of it in their dressing-room as one of the indispensables.

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Frock Size for 2 to 3 years ..	Price	59/6
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**HAT** in fine leghorn, lined underbrim with lace and trimmed wreath of cherries, 59/6

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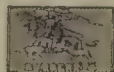
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## "THE ECONOMICS OF PEACE."

MR. J. L. Garvin is an apostle of the cause of the League of Nations, and it is his ardour for this which gives "The Economics of Peace" (Macmillan) its greatest value. The author in his advocacy never hedges; and to those who object to the League on principle it can only be a delight to have the case brought so boldly out into the open, challenging a straight, stand-up fight. On the other hand, for those who favour it—but, as most of its supporters probably do, with somewhat vague notions of all they are thereby endorsing—here is a storehouse indeed of the munitions of debate. These are scarcely, however, so easily available as might have been expected. For the absence of an index Mr. Garvin pleads the pressure of time; but still we are of opinion that the delay involved in waiting for it would not have been too costly a price. Desirable as immediate publication was, complete publication was

the illustrative detail of which is copious. This detail is illuminatingly presented, but its very fascination is apt to divert the mind from the main argument, simple in its lines as that argument is. We advise the reader, therefore, to study the hint as to arrangement given in the Preface, which the author would have been well advised to have developed by breaking up his text in accordance with it.

In the hint in question he suggests how his twenty-five chapters fall into five groups, and thereby he outlines his argument. The first group shows that nations and empires before the war had already become involved in one economic interdependence. This was the discovery, really, of the war—a tardy process; and the second group demonstrates how the Allies, as this truth dawned on them, felt themselves compelled, if victory was to be theirs, to create a great working-model of world-partnership. So it was during the war; but the armistice also had its discovery—or rather, its re-discovery—for, as group three proves, it was simply this, that during the transition the world-partnership must continue. If any think it costly and shackling to private enterprise, they must nevertheless accept it as the price of the only settlement which will carry with it safety.

These three sections, which in a sense are preparatory to the chief argument, will surprise most readers, we fancy, by the wealth of corroborative evidence marshalled in them. It is the same with the still fuller two remaining sections, which grapple with the constructive elements in the covenant, and certain key-questions associated with it. The chapter (X.) on the constitution of the League was written before the covenant itself was published; but, in view of the Notes at the end on the adopted text, this makes it even more illuminative in consequence. Mr. Garvin has evidently found it difficult (nor need we wonder) to co-ordinate his copious material, and his book in the result is fairly stiff reading; but if the general arrangement we have



REMOVED BECAUSE THEY "EMITTED STRANGE NOISES:" AND RECENTLY UNEARTHED: THE RECOVERED HUETT EFFIGIES AT MILLBROOK.

still more so, and we cannot remember any book to which an index was more necessary to give perfection. Not far short of six hundred pages, it is a massively reasoned case,



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just sketched is kept in view, and especially if it is remembered that the central idea is the inevitable pressure of existing economic fact and circumstance of themselves to compel the creation of a League of Nations, then the way through Mr. Garvin's elaborate argument becomes comparatively smooth. To complete the journey along it is certainly a most fascinating and instructive task.

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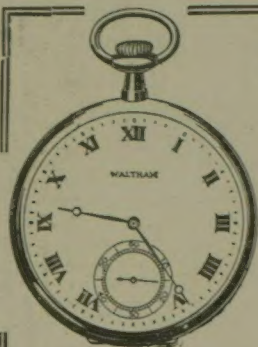
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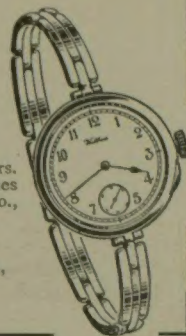
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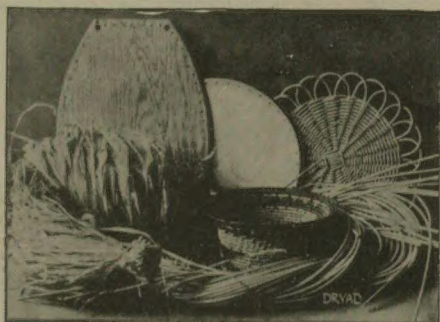
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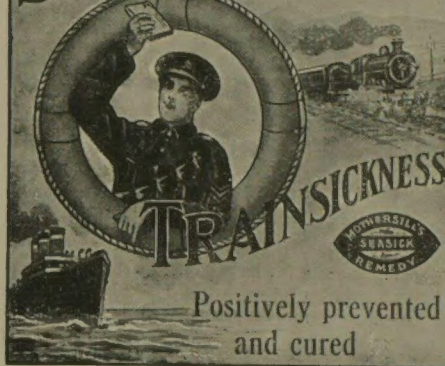
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NOTE.—This Establishment is open on Saturdays.



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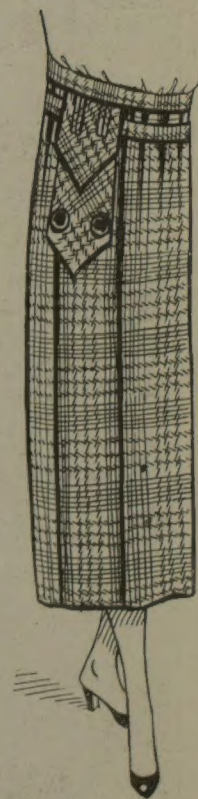
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